

**~STATE HIGHWAYS~  
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Hampden County Registry of Deeds**



**LUDLOW**



*Donald E. Ashe, Register  
Hampden County Registry of Deeds,  
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William Francis Galvin, Secretary of the Commonwealth*



1955	STATE HIGHWAY LAYOUT #33 I-90, Mass. Pike, station 763 to Wilbraham line.
1958	STATE HIGHWAY LAYOUT #33-1 I-90, Mass. Pike, taking for Miller, Alden Sts. Connections.
1955	STATE HIGHWAY LAYOUT #93 I-90, Mass. Pike, Chicopee line to station 635 & amendment #2.
1957	STATE HIGHWAY LAYOUT #93-1(a) I-90, Mass. Pike, taking near North St.
1955	STATE HIGHWAY LAYOUT #93-1 I-90, Mass. Pike, taking near station 610, around Prospect St.
1955	STATE HIGHWAY LAYOUT #93-2 I-90, Mass. Pike, amendment 2.
1955	STATE HIGHWAY LAYOUT #93-3 I-90, Mass. Pike, easement for Socony Mobile Oil Co.
1956	STATE HIGHWAY LAYOUT #93-4 I-90, Mass. Pike, Holyoke St., North St. & ramps.
1957	STATE HIGHWAY LAYOUT #93-5 I-90, Mass. Pike, easement for Socony Mobile Oil Co. around station 585.
1958	STATE HIGHWAY LAYOUT #93-6 I-90, Mass. Pike, easement for Socony Mobile Oil Co. near Holyoke St.
1955	STATE HIGHWAY LAYOUT #95 I-90, Mass. Pike, drainage easement, east of Alden St.
1956	STATE HIGHWAY LAYOUT #144 I-90, Mass. Pike, taking near East St. at station 672 on south side of layout.
1956	STATE HIGHWAY LAYOUT #144-1 I-90, Mass. Pike, additional taking on layout #144.
1956	STATE HIGHWAY LAYOUT #144-2 I-90, Mass. Pike, additional taking on layout #144.
1956	STATE HIGHWAY LAYOUT #148 I-90, Mass. Pike, taking for drainage easements on North St.
1956	STATE HIGHWAY LAYOUT #155 I-90, Mass. Pike, taking near layout #144 on north side of layout.
1956	STATE HIGHWAY LAYOUT #156 I-90, Mass. Pike, taking for drainage easement on West St.
1956	STATE HIGHWAY LAYOUT #171 I-90, Mass. Pike, additonal taking west of layout #155.





1956	STATE HIGHWAY LAYOUT #173 I-90, Mass. Pike, drainage easement between West St. & Tait St.
1958	STATE HIGHWAY LAYOUT #191 I-90, Mass. Pike, Chicopee line to station 763 location lines.
1960	STATE HIGHWAY LAYOUT #191-1 I-90, Mass. Pike, alteration near station 520.
1974	STATE HIGHWAY LAYOUT #191-2 I-90, Mass. Pike, road from Chapin St. to Sportsman Rd. given to town.
1997	STATE HIGHWAY LAYOUT #191-3 I-90, Mass. Pike, Russell St., West St., property transferred to town.
1958	STATE HIGHWAY LAYOUT #192 I-90, Mass. Pike, drainage easements.
1964	STATE HIGHWAY LAYOUT #194 I-90, Mass. Pike, sanitary sewer from Ridgeview Cir.
1952	STATE HIGHWAY LAYOUT #3995 I-90, Mass. Pike, Chicopee line easterly to Holyoke St., North St. to Miller St.
1952	STATE HIGHWAY LAYOUT #4011 I-90, Mass. Pike, easement for Socony Mobile Oil Co.
1953	STATE HIGHWAY LAYOUT #4058 I-90, Mass. Pike, West St. to Holyoke St. along layout #4011.
1956	STATE HIGHWAY LAYOUT #4444 I-90, Mass. Pike, Chicopee line to east of West St.
1957	STATE HIGHWAY LAYOUT #4551 West St. to Fuller St., relocation from Nash Hill Rd. to Fuller Rd. to intersection of West St.
1957	STATE HIGHWAY LAYOUT #4605 Fuller St. widening on west line & abandonment on east line from West St. northerly.
1959	STATE HIGHWAY LAYOUT #4837 West St. & Fuller St. layout #4551 transferred to town control.
1959	STATE HIGHWAY LAYOUT #4837-a West St. & Fuller Rd. layout #4605 tranferred to town control.
1997	STATE HIGHWAY LAYOUT #7305 Shawinigan Dr. Chicopee line to West St., new location, town layout.

1955

Ludlow



STATE HIGHWAY LAYOUT #33  
I-90, Mass. Pike, station 763 to Wilbraham line.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 48 PAGES 94-100(b).

INDEXING

STATE HIGHWAY LAYOUT #33

**Image Info** SH61001 Ludlow

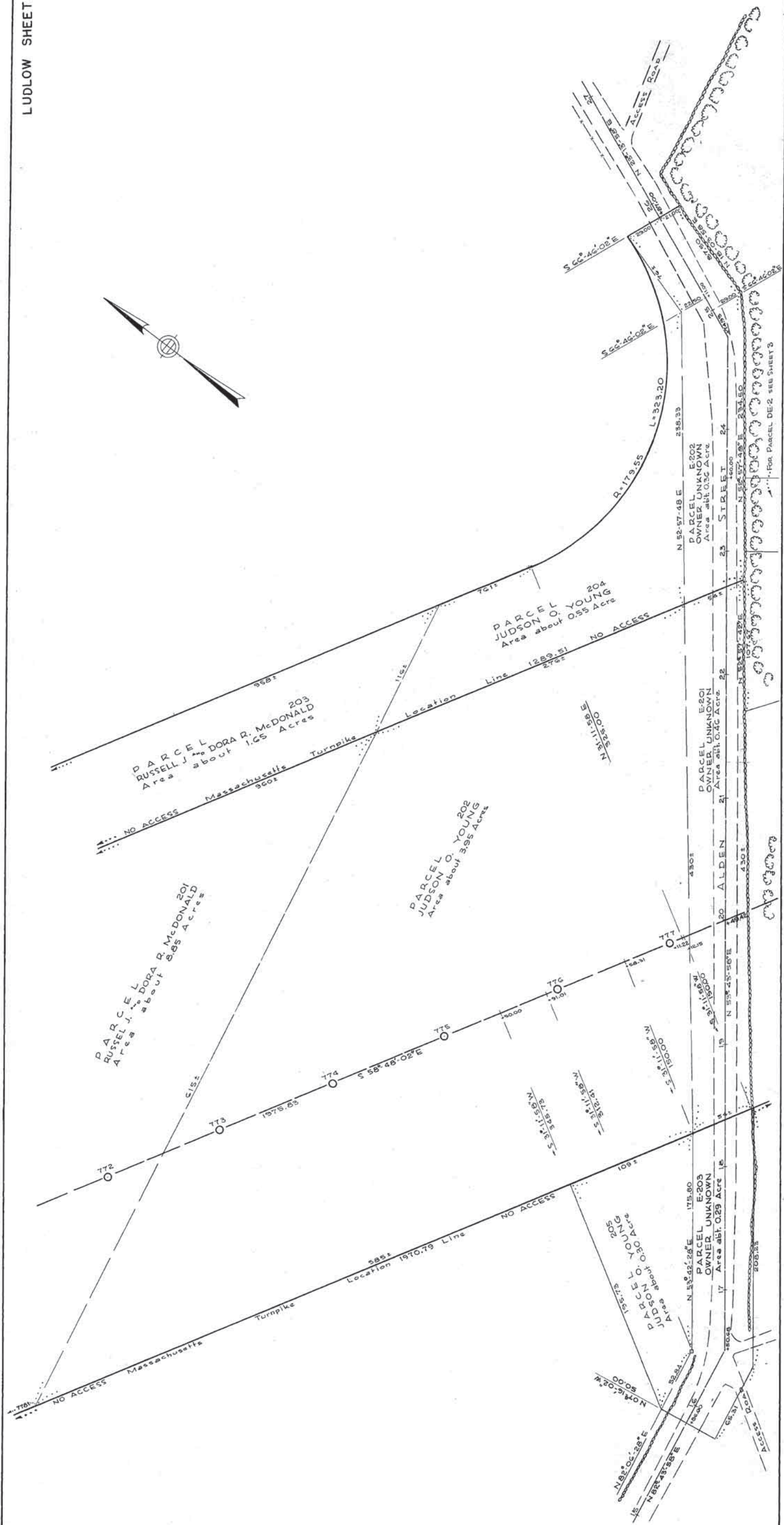
**Image Info** SH61001 Wilbraham

**Image Info** SH61001 I-90

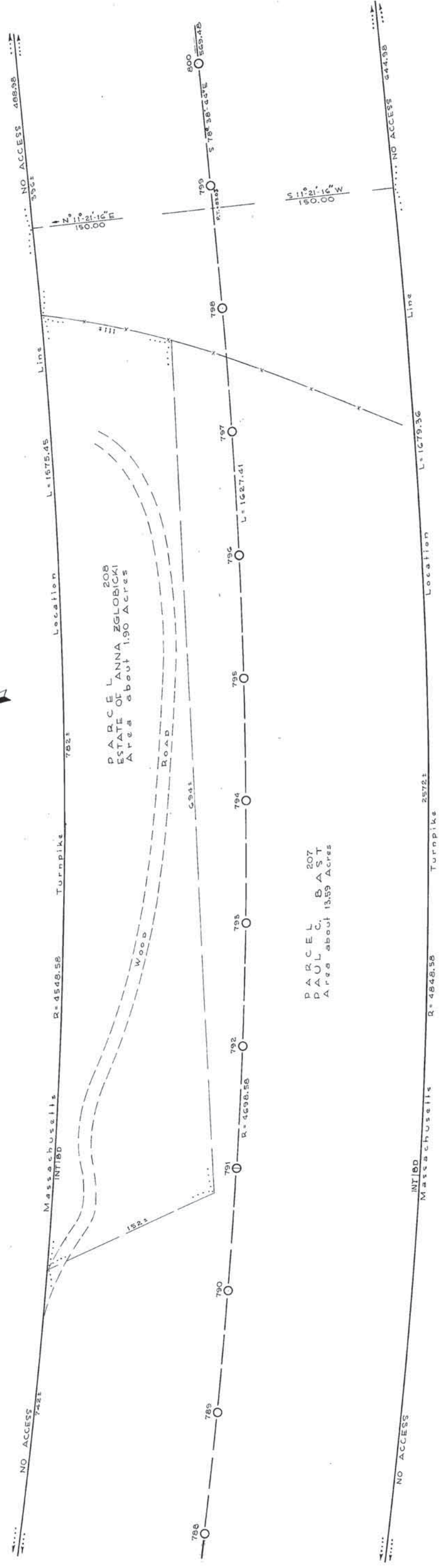
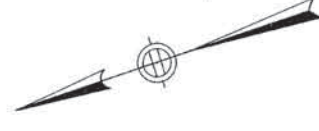
**Image Info** SH61001 Mass. Pike















END OF MASSACHUSETTS TURNPIKE TAKING NUMBER 33

CHICOPEE

PARCEL E-204  
OWNER UNKNOWN  
Area abt. 105 Acres

PARCEL 208  
ESTATE OF ANNA ZGLOBIKII  
Area about 1.90 Acres

PARCEL 207  
PAUL C. BAST  
Area about 13.55 Acres

CHICOPEE RIVER

800 801 802 803 804 805 806

ACCESS SUBJECT TO TOLLS AND REGULATIONS

WILBRAHAM

LUDLOW

WILBRAHAM  
LUDLOW

NO ACCESS R=4540.59 L=1575.45

N 11° 21' 16" E 150.00

798 799

R=4250.58 L=1527.21

604.5

S 11° 21' 16" W 150.00

NO ACCESS R=4840.58 L=1679.36

Massachusetts Turnpike 85721 Location Line

NO ACCESS

644.56

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 33

Hampton SS.

~~City~~ Town Ludlow

April 25, 19 55

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated April 14, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ town of Ludlow, as shown on said plan.

Attest:



Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 33

Town of Ludlow

County of Hampden

For the purpose of constructing, maintaining, repairing, and operating, as an express toll highway, in accordance with the location approved by the state department of public works on November 19, 1953, a road in the Town of Ludlow, County of Hampden; for the purpose of changing the location of a portion of a public highway in said Town of Ludlow; and for the purpose of altering an existing way, also in said Town of Ludlow, and for the purpose of constructing drainage structures and performing related work at the locations in said Town of Ludlow deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952; the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality does hereby take, under the provisions of Chapter 79 of the General Laws and the said Chapter 354 of the Acts of 1952, all of the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Ludlow, County of Hampden, all of said land being taken in fee simple (with the exception of parcels E-201, E-202, E-203, E-204, DE-201 and DE-202, referred to below), the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes,



conduits and other appurtenances, for the conveyance of water, sewage, gas and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

Included in said takings are the rights of easement held by the Worcester County Electric Company previous to the date of this instrument in Parcel 207 as designated on the plan, hereinafter referred to; said Worcester County Electric Company to have the right, however, to continue the use of the aforesaid rights of easement, for all purposes for which they may be used prior to the effective date hereof until, in the opinion of the Massachusetts Turnpike Authority, the facilities involved have been relocated in accordance with the easement, hereinafter granted.

Excepted and reserved from the rights herein taken are the following:

1. All lawful rights of the public to use that portion of Alden Street in the Town of Ludlow which is within the Alden-Miller streets connection taking, hereinafter described.

2. All lawful rights of the public to use those portions of Alden Street in the Town of Ludlow which are within the Alden Street alteration taking, hereinafter described.

3. All lawful rights to use that portion of the Chicopee River which is within the express toll highway location lines, hereinafter described.

The express toll highway taking is for a portion of the Massachusetts Turnpike 4448.99 feet in length, and begins at a point in the property of the Commonwealth of Massachusetts, Depart-



ment of Public Works, said property having been taken as part of a 1952 State Highway Layout in the Town of Ludlow dated July 29, 1952 and said point being 200.78 feet northwest of the property line of Russell J. & Dora R. McDonald in said town and extends in a southeasterly direction in the Town of Ludlow to the dividing line between the Town of Ludlow and the Town of Wilbraham.

The aforesaid express toll highway taking is more fully described as follows:

The main base line of the express toll highway taking begins at a point in the property of the Commonwealth of Massachusetts, Department of Public Works, said property having been taken as part of a 1952 State Highway Layout dated July 29, 1952 and said point being shown on a plan, hereinafter referred to, as station 760 + 79.01; from said point of beginning the main base line extends south  $58^{\circ}-48'-02''$  east, 2176.61 feet to a point of curve shown on said plan as station 782 + 55.62; thence extends in a northeasterly direction by a curve to the left of 4698.58 feet radius, 1627.41 feet to a point of tangent shown on said plan as station 798 + 83.03; thence extends south  $78^{\circ}-38'-44''$  east, 644.97 feet to a point at the end of the taking, said point being 75.49 feet east of the dividing line between the Town of Ludlow and the Town of Wilbraham and shown on said plan as station 805 + 28.00.

The northerly location line of the express toll highway taking begins at a point in the Town of Ludlow bearing north  $31^{\circ}-11'-58''$  east, 250.00 feet distant from station 765 + 79.32 of the main base line, hereinbefore described; from said point of beginning thence extends in a southeasterly direction 250.00 feet distant from and parallel to said main base line to a point bearing north  $31^{\circ}-11'-58''$  east, 250.00 feet distant from station 778 + 68.83 of said main base line; thence extends along the southeasterly street line of Alden Street, south  $52^{\circ}-57'-42''$  west, 107.67 feet to a point bearing north  $31^{\circ}-11'-58''$  east, 150.00 feet distant from station 778 + 28.91 of said main base line; thence extends in a southeasterly direction 150.00 feet distant from and parallel to said main base line to a point bearing north  $11^{\circ}-21'-16''$  east, 150.00 feet distant from station 803 + 72.00 of said main base line, said point being at the end of the taking on the dividing line between the Town of Ludlow and the Town of Wilbraham.

The southerly location line of the express toll highway taking begins at a point in the Town of Ludlow, said point bearing south  $7^{\circ}-47'-07''$  east, 246.08 feet distant from station 760 + 79.01 of the main base line, hereinbefore described; thence extends north  $82^{\circ}-12'-54''$  east, 65.62 feet to a point bearing south  $31^{\circ}-11'-58''$  west, 150.00 feet distant from station 762 + 84.83 of said main base



line; thence extends in a southeasterly direction 150.00 feet distant from and parallel to said main base line to a point bearing south  $11^{\circ}-21'-16''$  west, 150.00 feet distant from station 805 + 28.00 of said main base line, said point being at the end of the taking on the dividing line between the Town of Ludlow and the Town of Wilbraham.

The westerly end of the express toll highway taking is defined by a line beginning at a point in the Town of Ludlow, said point bearing south  $7^{\circ}-47'-07''$  east, 246.08 feet distant from station 760 + 79.01 of the main base line, hereinbefore described; thence extends north  $7^{\circ}-47'-07''$  west, 120.00 feet to a point bearing south  $82^{\circ}-12'-54''$  west, 155.78 feet distant from station 762 + 79.79 of said main base line; thence extends north  $82^{\circ}-12'-54''$  east, 330.63 feet to a point bearing north  $82^{\circ}-12'-54''$  east, 174.85 feet distant from station 762 + 79.79 of said main base line; thence extends north  $80^{\circ}-42'-48''$  east, 215.63 feet to a point bearing north  $31^{\circ}-11'-58''$  east, 250.00 feet distant from station 765 + 79.32 of said main base line, said point being the beginning of the northerly location line, hereinbefore described.

The easterly end of the express toll highway taking is defined by a line beginning at a point on the dividing line between the Town of Ludlow and the Town of Wilbraham, said point being the end of the northerly location line, hereinbefore described, and said point bearing north  $11^{\circ}-21'-16''$  east, 150.00 feet distant from station 803 + 72.00 of the main base line, hereinbefore described; thence extends in a southeasterly direction along the dividing line between the Town of Ludlow and the Town of Wilbraham by a curve to the right of 6400.00 feet radius, 337.50 feet to a point at the end of the southerly location line, hereinbefore described; said point bearing south  $11^{\circ}-21'-16''$  west, 150.00 feet distant from station 805 + 28.00 of said main base line.

The northerly and southerly location lines and the lines defining the westerly and easterly ends of the express toll highway taking, hereinbefore described, are further defined by bounds set at angle points, points of curvature, and at the beginning and end of said taking; and also at intermediate points, on the northerly and southerly location lines opposite station 791 + 00.00.

Access to, and egress from, the express toll highway is restricted, being permitted across the location and taking lines, hereinbefore described, only at the places, for the purposes, and under the conditions hereinafter specified:



1. Access to, and egress from, said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends of the taking, as hereinbefore described.

In connection with the construction, maintenance, repair, and operation of the express toll highway, hereinbefore described, it is necessary to change the location of a portion of public highway in the Town of Ludlow.

The taking for this purpose (hereinafter referred to sometimes as the Alden-Miller Streets connection taking) is for establishing a new connection between a portion of Alden Street northerly of the express toll highway, hereinbefore described, and a portion of Miller Street also northerly of the said express toll highway.

The taking for the Alden-Miller Streets connection is more fully described as follows:

The auxiliary base line for said Alden-Miller Streets connection taking begins at a point in the center line of the existing Alden Street in the Town of Ludlow, southwesterly of the express toll highway, hereinbefore described, and shown on the plan, hereinafter referred to, as station 15 + 00.00. From said point of beginning, the auxiliary base line extends north  $82^{\circ}-43'-58''$  east, 150.68 feet to a point of angle, shown on said plan as station 16 + 50.68; thence extends north  $53^{\circ}-43'-58''$  east, 824.25 feet to a point of angle, shown on said plan as station 24 + 74.99; thence extends north  $23^{\circ}-13'-58''$  east, 112.07 feet to a point at the end of the taking, said point being shown on said plan as station 25 + 87.00 of said auxiliary base line.

The taking line for the Alden-Miller Streets connection taking begins at a point in the Town of Ludlow; said point bearing north  $46^{\circ}-21'-00''$  east, 336.70 feet distant from station 765 + 79.32 of the main base line, hereinbefore described; thence extends in a southeasterly direction 75.00 feet distant from and parallel to the northerly location line of the express toll highway, hereinbefore described, to a point bearing north  $31^{\circ}-11'-58''$  east, 325.00 feet



distant from station 777 + 11.02 of said main base line; thence extends by a curve to the left of 179.55 feet radius, 323.20 feet to a point bearing north  $66^{\circ}-46'-02''$  west, 29.00 feet distant from station 25 + 87.00 of the auxiliary base line, hereinbefore described; thence extends south  $66^{\circ}-46'-02''$  east, 50.00 feet to a point on the southeasterly street line of Alden Street, said point bearing south  $66^{\circ}-46'-02''$  east, 21.00 feet distant from station 25 + 87.00 of said auxiliary base line; thence extends south  $18^{\circ}-03'-58''$  west, 87.50 feet to a point bearing south  $66^{\circ}-46'-02''$  east, 29.00 feet distant from station 25 + 00.00 of said auxiliary base line; thence extends south  $52^{\circ}-57'-48''$  west, 234.50 feet to a point on the northerly location line, hereinbefore described; thence extends in a northwesterly direction 1,289.51 feet along said northerly location line to a point bearing north  $31^{\circ}-11'-58''$  east, 250.00 feet distant from station 765 + 79.32 of said main base line; thence extends north  $80^{\circ}-45'-34''$  east, 115.62 feet to the point of beginning.

The lines defining the aforesaid Alden-Miller Streets connection taking are further defined by bounds set at angle points and points of curvature.

Also in connection with the construction, maintenance, repair, and operation of the express toll highway, hereinbefore described, it is necessary to alter a portion of a public highway in the Town of Ludlow, said alteration being deemed necessary by the Massachusetts Turnpike Authority for carrying out the provisions of Chapter 354 of the Acts of 1952.

The taking for this purpose (hereinafter referred to sometimes as the Alden Street alteration taking) is for providing a turn-around, so-called, at the termination of Alden Street, adjoining the southerly location line of the express toll highway, hereinbefore described.

The taking for the alteration of Alden Street is more fully described as follows:

The taking line for said alteration begins at a point on the southerly location line of the express toll highway, hereinbefore described, said point bearing south  $31^{\circ}-11'-58''$  west, 150.00 feet distant from station 775 + 50.00 of the main base line, hereinbefore described; from said point of beginning the taking line extends in



a southeasterly direction along said southerly location line 163.00 feet to a point on the southerly street line of Alden Street, said point bearing south  $31^{\circ}-11'-58''$  west, 150.00 feet distant from station 777 + 12.15 of said main base line; thence extends south  $53^{\circ}-43'-58''$  west, 208.23 feet to a point of angle; thence extends south  $82^{\circ}-43'-58''$  west, 65.31 feet to a point of angle; thence extends north  $7^{\circ}-16'-02''$  west, 50.00 feet to a point bearing south  $31^{\circ}-11'-58''$  west, 345.73 feet distant from station 775 + 50.00 of said main base line; thence extends north  $31^{\circ}-11'-58''$  east, 195.73 feet to the point of beginning.

The lines defining the aforesaid Alden Street alteration taking are further defined by bounds set at angle points and points of curvature.

In connection with the construction, maintenance, repair, and operation of the express toll highway, hereinbefore described, it is necessary to construct drainage structures and to perform related work for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in certain parcels of land in the Town of Ludlow, County of Hampden, designated on the plan hereinafter referred to as parcels DE-201, and DE-202.

Said easements consist of the right to enter upon said land at any time to construct thereon and to maintain and use, drainage structures and ditches, together with the right to clean and straighten the course of any existing water courses located therein.

Said easements are more fully described as follows:

Parcel DE-201. The taking for said drainage easement on a parcel of land supposed to be owned by Russell J. and Dora R. McDonald begins at a point in the southerly location line of the express toll highway, hereinbefore described, bearing south  $31^{\circ}-11'-58''$  west, 150.00 feet distant from station 768 + 50.00 of the main base line, hereinbefore described; thence extends in a southeasterly direction along said southerly location line 100.00 feet to a point bearing south  $31^{\circ}-11'-58''$  west, 150.00 feet distant from station 769 + 50.00 of said main base line; thence extends south  $31^{\circ}-11'-58''$  west, 100.00 feet to a point bearing south  $31^{\circ}-11'-58''$



west, 250.00 feet distant from station 769 + 50.00 of said main base line; thence extends in a northwesterly direction 100.00 feet from and parallel to said southerly location line to a point bearing south  $31^{\circ}-11'-58''$  west, 250.00 feet distant from station 768 + 50.00 of said main base line; thence extends north  $31^{\circ}-11'-58''$  east, 100.00 feet to the point of beginning.

Parcel DE-202. The taking for said drainage easement on a parcel of land supposed to be owned by Darwin T. Scott begins at a point bearing south  $36^{\circ}-16'-02''$  east, 15.00 feet distant from station 23 + 60.00 of the auxiliary base line, hereinbefore described; thence extends south  $36^{\circ}-16'-02''$  east, 135.00 feet to a point; thence extends south  $52^{\circ}-57'-48''$  west, 60.00 feet to a point; thence extends north  $36^{\circ}-16'-02''$  west, 135.00 feet to a point on the southeasterly street line of Alden Street; thence extends north  $52^{\circ}-57'-48''$  east, 60.00 feet to the point of beginning.

Permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as parcel E-201, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway in and over said land.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Alden-Miller Streets connection taking, hereinbefore described, and designated on the plan of said taking as parcel E-202, said easement consisting of the right to alter, reconstruct, and/or relocate that portion of Alden Street in the Town of Ludlow included in said parcel. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway or the alteration, reconstruction, and/or relocation of Alden Street, hereinbefore described.

A permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Alden Street alteration taking, hereinbefore



described, and designated on the plan of said taking as parcel E-203, said easement consisting of the right to alter, and/or reconstruct that portion of Alden Street in the Town of Ludlow included in said parcel by providing a turn-around, so-called, deemed necessary by the Massachusetts Turnpike Authority for carrying out the provisions of Chapter 354 of the Acts of 1952. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway or the aforesaid alteration and/or reconstruction of said Alden Road.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the express toll highway taking, hereinbefore described, and designated on the plan of said taking as Parcel E-204, said easement consisting of the right to construct, maintain, repair, and operate an express toll highway, by means of an overhead highway bridge and appurtenant structures, in and over said land and the Chicopee River of which said land constitutes a portion of its bed. Said land and river shall remain subject to any use by the public and others having rights therein which will not interfere with the construction, maintenance, repair, and operation of the aforesaid express toll highway.

An easement is hereby granted to the Worcester County Electric Company, its successors and assigns, within portions of the express toll highway taking, hereinbefore described. Said easement consists of the right, subject to the regulations of the Massachusetts Turnpike Authority, to construct, maintain, and operate high tension lines, so-called, for the transmission of elec-



tricity overhead of land hereby taken by the Massachusetts Turnpike Authority, The northerly line of said easement, designated on the plan hereinafter referred to as EG-201, begins at a point on the southerly location line of the express toll highway, hereinbefore described, said point bearing south  $70^{\circ}-38'-58''$  west, 206.00 feet distant from station 786 + 06.00 of the main base line, hereinbefore described, thence extends north  $70^{\circ}-38'-58''$  east, 417.00 feet, passing through station 786 + 06.00 of said main base line to a point on the northerly location line of the express toll highway, hereinbefore described, said point bearing north  $70^{\circ}-38'-58''$  east, 211.00 feet distant from station 786 + 06.00 of said main base line. The southerly line of said easement begins at a point on the northerly location line of the express toll highway, hereinbefore described, and extends in a southwesterly direction 80.00 feet from and parallel to the northerly line of said easement, hereinbefore described. The easterly and westerly lines of said easement coincide with the northerly and southerly location lines of the express toll highway, hereinbefore described.

The aforesaid express toll highway taking, Alden-Miller Streets connection taking, Alden Street alteration taking, and drainage easement takings are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the Town of LUDLOW, Hampden County as prepared by the Massachusetts Turnpike Authority, Date April 14, 1955 Scale 40 feet to the inch," an attested copy of which



is to be recorded with this order of taking in the office of the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
201	Russell J. & Dora R. McDonald	8.85 Ac.	\$1.00
202	Judson O. Young	3.95 Ac.	1.00
203	Russell J. & Dora R. McDonald	1.65 Ac.	1.00
204	Judson O. Young	0.55 Ac.	1.00
205	Judson O. Young	0.30 Ac.	1.00
206	Darwin T. Scott	1.93 Ac.	1.00
207	Paul C. Bast	13.59 Ac.	1.00
208	Estate of Anne Zglobicki	1.90 Ac.	1.00
DE-201	Russell J. & Dora R. McDonald	0.23 Ac.	1.00
DE-202	Darwin T. Scott	0.19 Ac.	1.00
E-201	Owner Unknown (Alden Street)	0.46 Ac.	1.00
E-202	Owner Unknown (Alden Street)	0.36 Ac.	1.00
E-203	Owner Unknown (Alden Street)	0.29 Ac.	1.00
E-204	Owner Unknown (Chicopee River)	1.05 Ac.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the 28th day of May, 1955 (unless otherwise agreed upon).

It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan; that said Alden-Miller Streets connection be relocated as described herein and as described and shown on said plan; and that said Alden Street be altered and/or reconstructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 14th day of April, 1955.

William F. Callahan  
Chairman

Benjamin W. Smith  
Vice Chairman

John R. Kewer  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY



1958

Ludlow



STATE HIGHWAY LAYOUT #33-1  
I-90, Mass. Pike, taking for Miller, Alden Sts. Connections.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 65 PAGE 126.

INDEXING

Plan Name STATE HIGHWAY LAYOUT #33-1

Image Info SH61002 Ludlow

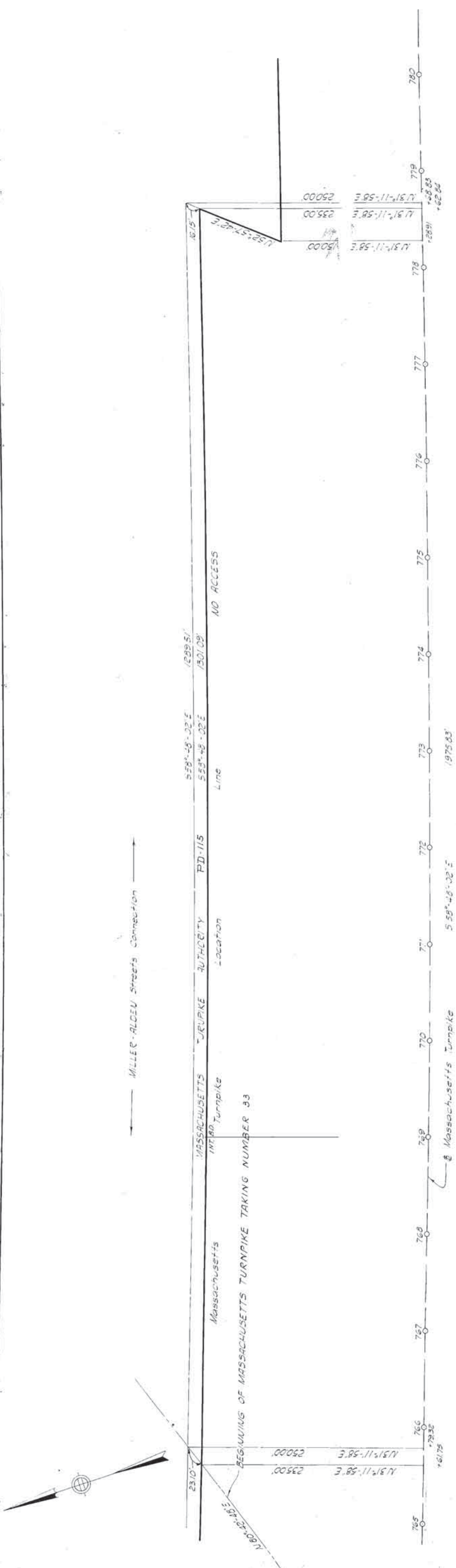
Image Info SH61002 Alden Street

Image Info SH61002 I-90

Image Info SH61002 Mass. Pike

Image Info SH61002 Miller Street





A TRUE COPY, ATTEST

Plan for the location of an  
EXPRESS TOLL HIGHWAY  
known as  
MASSACHUSETTS TURNPIKE  
in the Town of  
LUDLOW

HAMPDEN COUNTY  
MASSACHUSETTS TURNPIKE AUTHORITY  
as prepared by the  
Date April 10, 1958  
Scale 50 feet to the inch

*P. N. K. K. K.*  
Chief Engineer

This certifies that the location of the road as shown on this plan was taken as for an express toll highway known as "MASSACHUSETTS TURNPIKE" or as an alteration or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY on April 14, 1952 in accordance with the provisions of Chapter 354 of the Acts of 1952

William F. Callahan Chairman

Vice Chairman

John R Keenan Member  
MASSACHUSETTS TURNPIKE AUTHORITY

Howard, Needles, Tammen & Bergendoff

ALTERATION NO. 1  
DER OF TAKING NO. 33

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. **33, Alter. 1**

Hampden SS.

~~XXXX~~ City/Town Ludlow

May 12, 19 **58** **9:10 A.M.**

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated April 10, 19 **58**, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~XXXXXXX~~ town of Ludlow, as shown on said plan.

Attest:

*Kelen J. Greeley*  
Ass't Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 33  
Alteration No. 1  
Town of Ludlow  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate, and a public instrumentality, under date of April 14, 1955, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the State Department of Public Works on November 19, 1953, did locate as an express toll highway, a road in the Town of Ludlow, County of Hampden, as shown on a plan of said express toll highway, on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the Town of Ludlow; and

WHEREAS, it now appears advisable to make certain changes in the northerly location line of said express toll highway in the Town of Ludlow,

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952, that the northerly location line of the express toll highway in the Town of Ludlow, County of Hampden, as described in Order of Taking No. 33 and as described and shown on a plan therein referred to, recorded in the Registry of Deeds for the County of Hampden in Book 2383 at Page 39, be altered as hereinafter described:



The main base line and the northerly location line herein referred to, are fully described in said Order of Taking No. 33.

The northerly location line of the express toll highway in the Town of Ludlow, County of Hampden, as described in Order of Taking No. 33, hereinbefore referred to, is hereby altered, beginning at a point, said point bearing north  $31^{\circ}-11'-58''$  east, 250.00 feet distant from station 765 + 79.32 of the main base line, hereinbefore referred to; thence extends south  $80^{\circ}-42'-48''$  west, 23.10 feet to a point bearing north  $31^{\circ}-11'-58''$  east, 235.00 feet distant from station 765 + 61.75 of said main base line; thence extends south  $58^{\circ}-48'-02''$  east, 1301.09 feet to a point bearing north  $31^{\circ}-11'-58''$  east, 235.00 feet distant from station 778 + 62.84 of said main base line.

The provisions in the aforesaid Order of Taking No. 33 relative to access to and egress from the express toll highway shall apply to the northerly location as herein altered, and shall not apply to a portion of said northerly location line beginning at a point, said point bearing north  $31^{\circ}-11'-58''$  east, 250.00 feet distant from station 765 + 79.32 of the main base line hereinbefore referred to; thence extends south  $58^{\circ}-48'-02''$  east, 1289.51 feet to a point bearing north  $31^{\circ}-11'-58''$  east, 250.00 feet distant from station 778 + 68.83 of said main base line; thence extends south  $52^{\circ}-57'-42''$  west, 16.15 feet to a point bearing north  $31^{\circ}-11'-58''$  east, 235.00 feet distant from station 778 + 62.84 of said main base line.

The lines defining the altered northerly location line of the aforesaid express toll highway are further defined by bounds set at angle points and at the beginning and end of said alteration, with an intermediate bound set opposite station 769 + 00.00 of said main base line.

The aforesaid express toll highway alteration is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Mas-



sachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the Location of an Express Toll Highway known as 'Massachusetts Turnpike' in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, Date: April 10, 1958, Scale: 50 feet to the inch," an attested copy of which is to be recorded with this alteration to Order of Taking No. 33 in the Registry of Deeds for the County of Hampden, in Springfield.

IT IS THEREFORE

VOTED, that the northerly location line of the express toll highway, in the Town of Ludlow, County of Hampden, be altered as described herein and as described and shown on said plan, and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the Town of Ludlow, attested copies of this plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this      tenth      day of      April      , 1958.

<u>William F. Callahan</u>	Chairman	MASSACHUSETTS
<u>Vice Chairman</u>		TURNPIKE
<u>Member</u>		AUTHORITY

1955

Ludlow



STATE HIGHWAY LAYOUT #93  
I-90, Mass. Pike, Chicopee line to station 635 & amendment #2.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 52 PAGES 90-110.

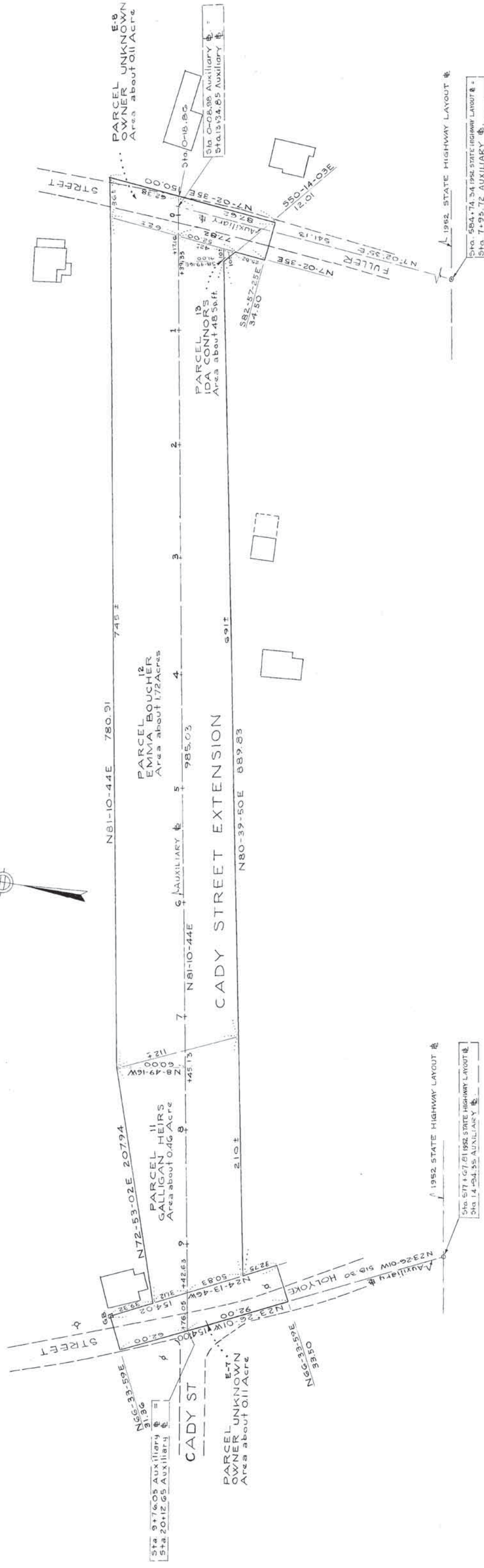
INDEXING

STATE HIGHWAY LAYOUT #93

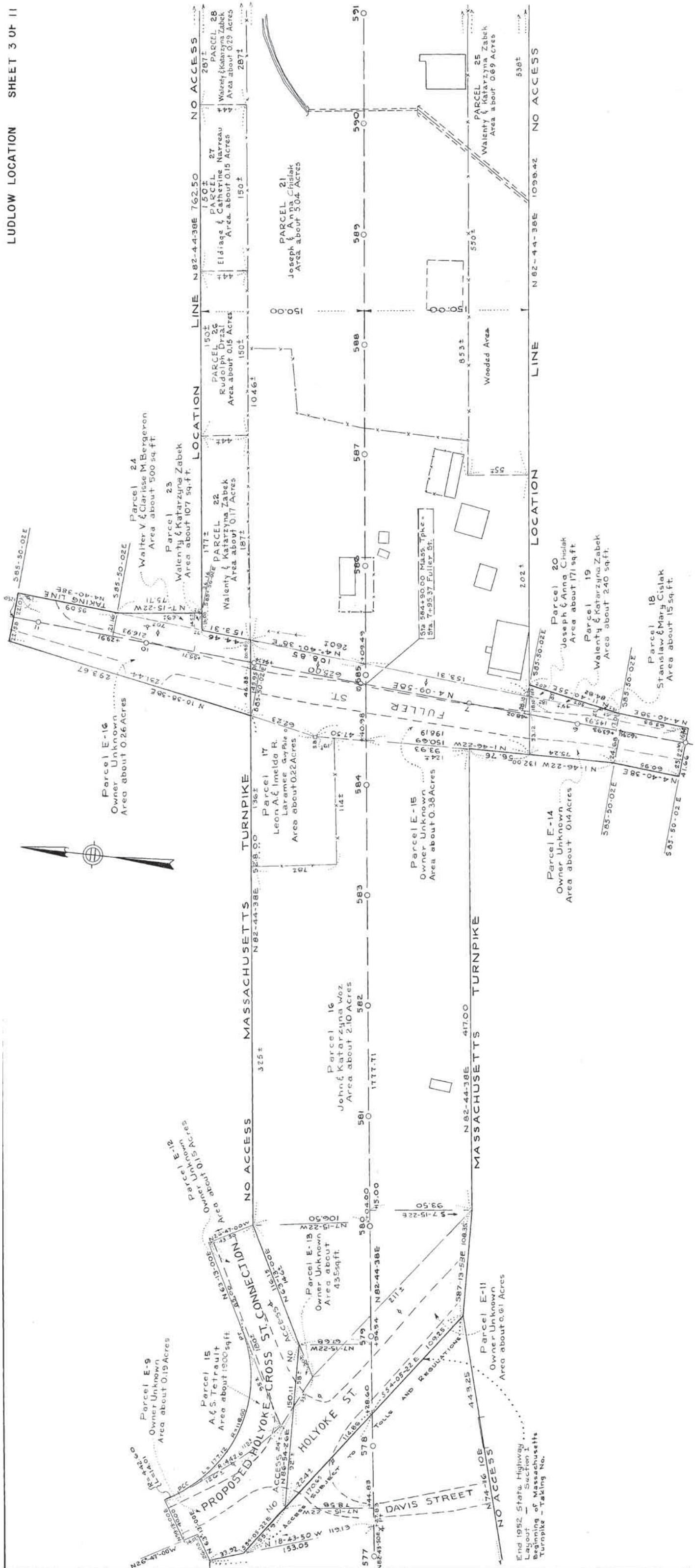
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- Image Info SH61003 I-90
- Image Info SH61003 Mass. Pike

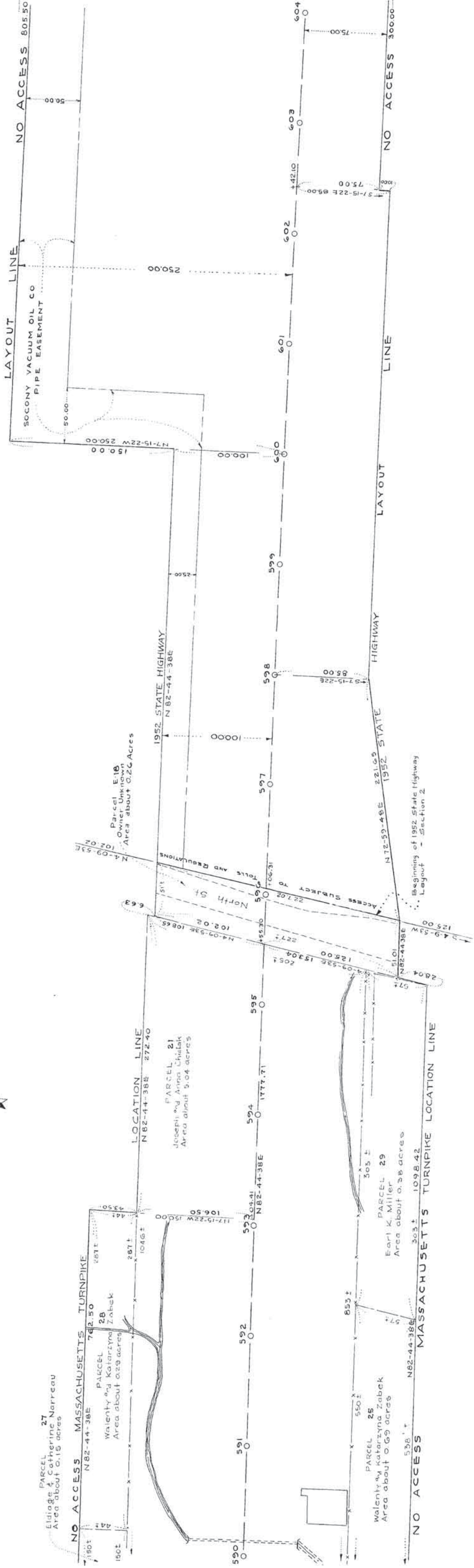




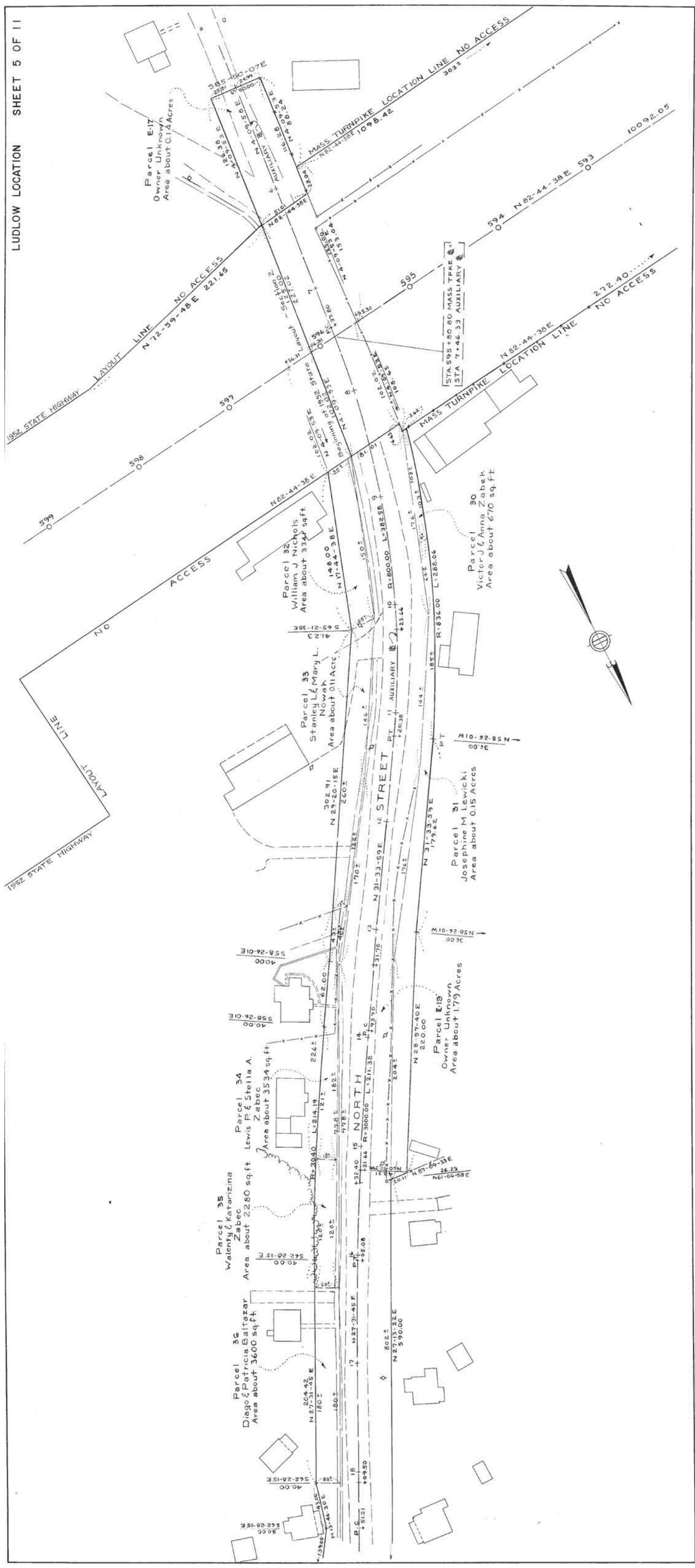




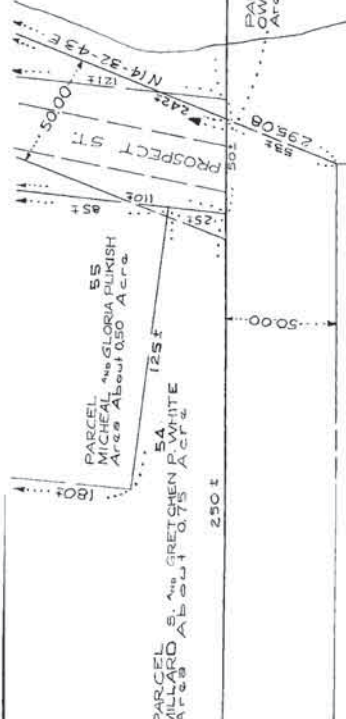








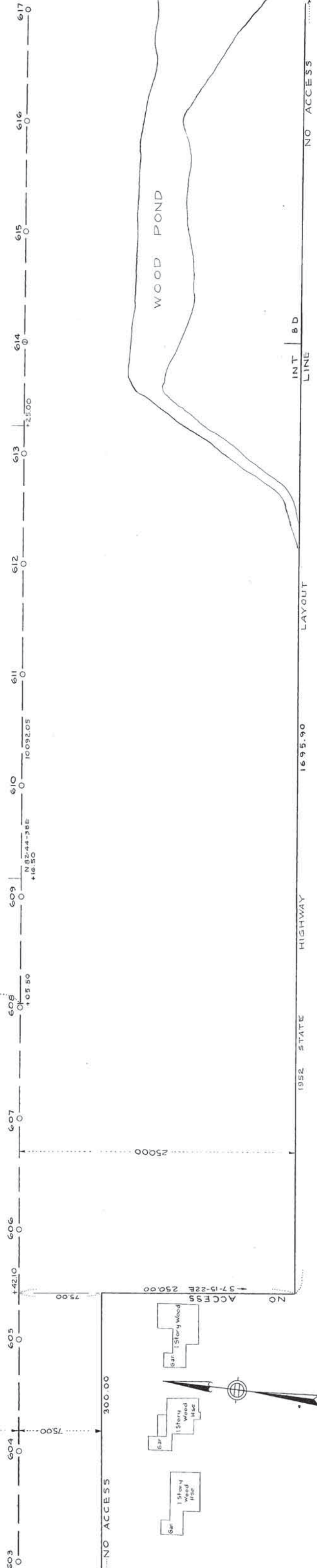
PARCEL  
MILLARD S. 4th GRETCHEN P. WHITE  
Area About 5.03 Acres



N 17-15-22 W  
200.00

N 6-58-43 W  
317.50

N 7-15-22 W  
250.00



INT. BD  
LINE

1695.90

HIGHWAY

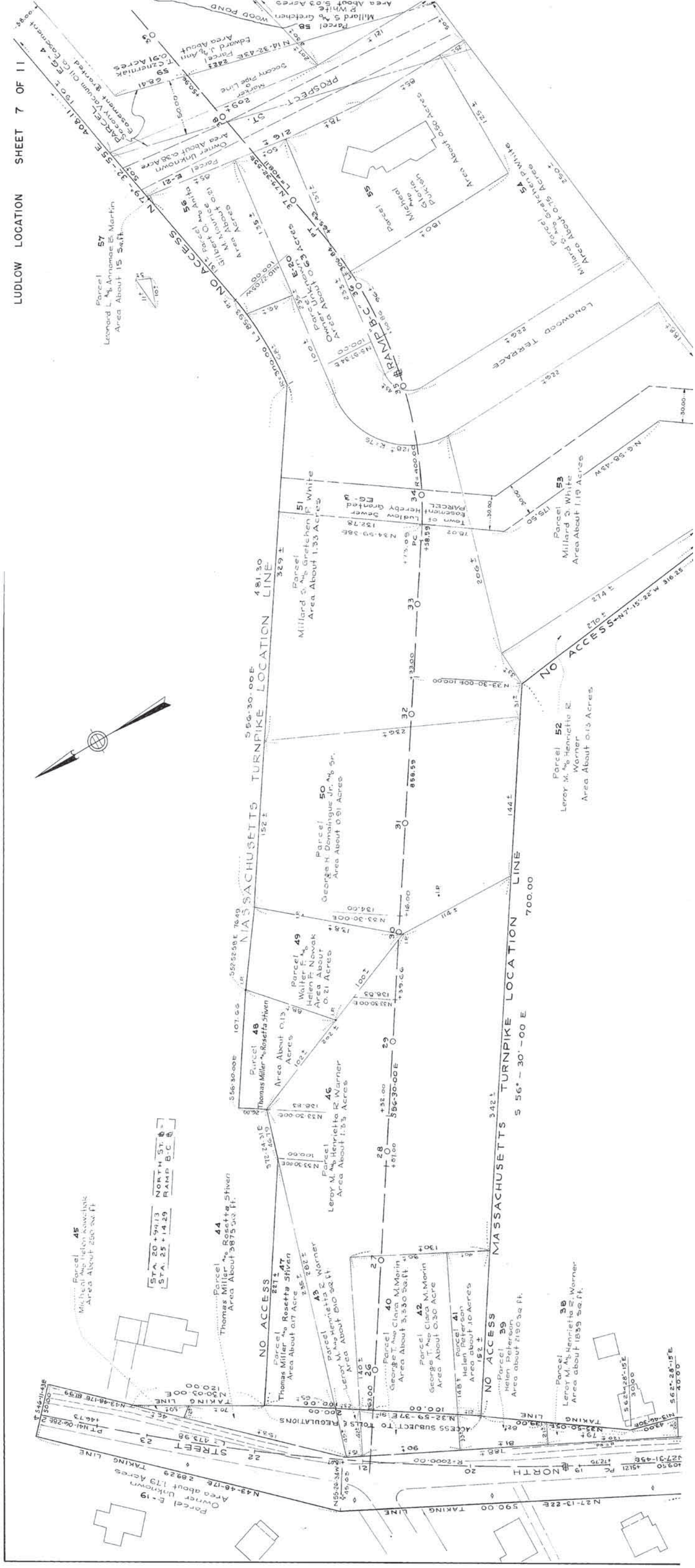
1952 STATE

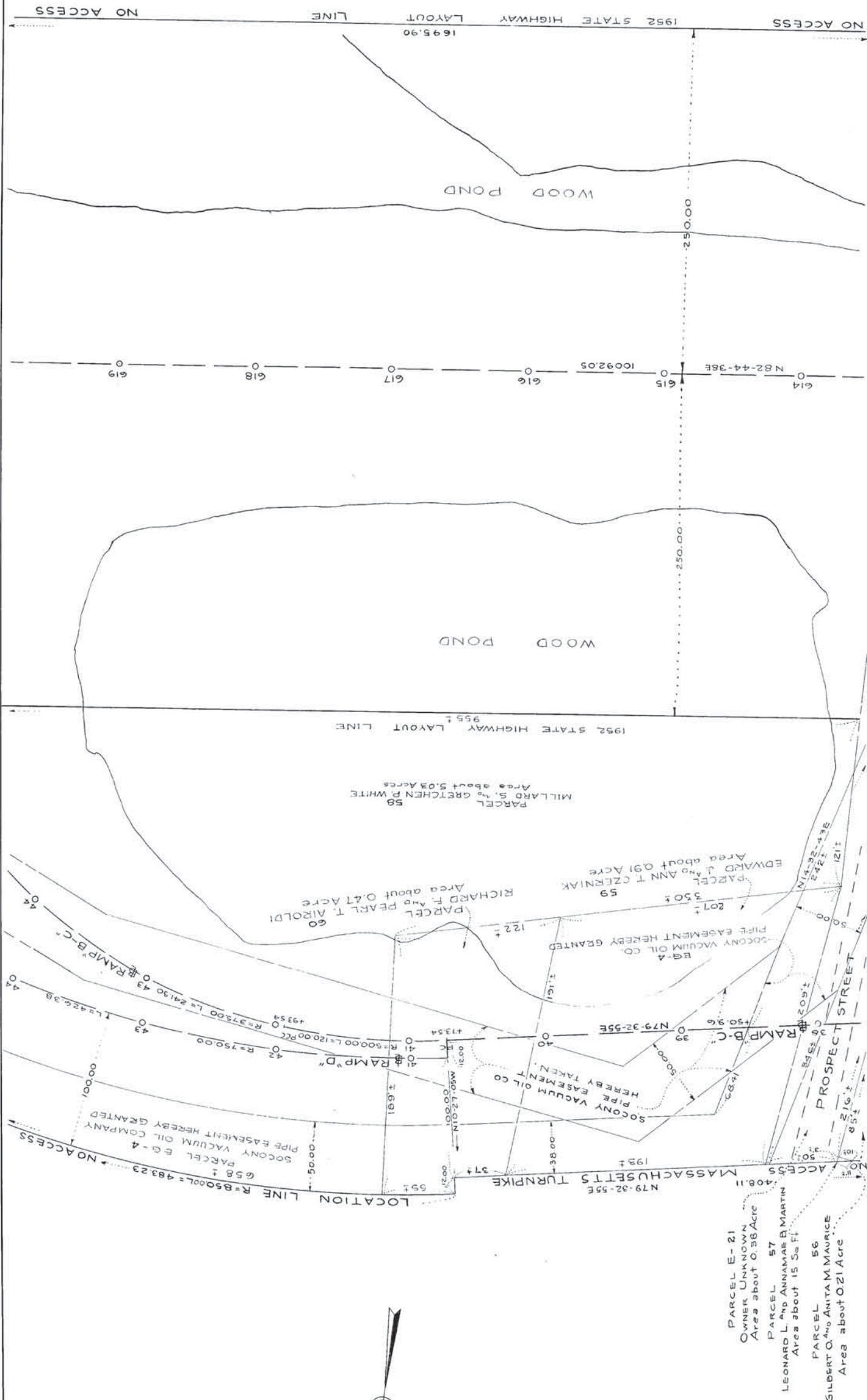
LAYOUT

NO ACCESS

NO ACCESS

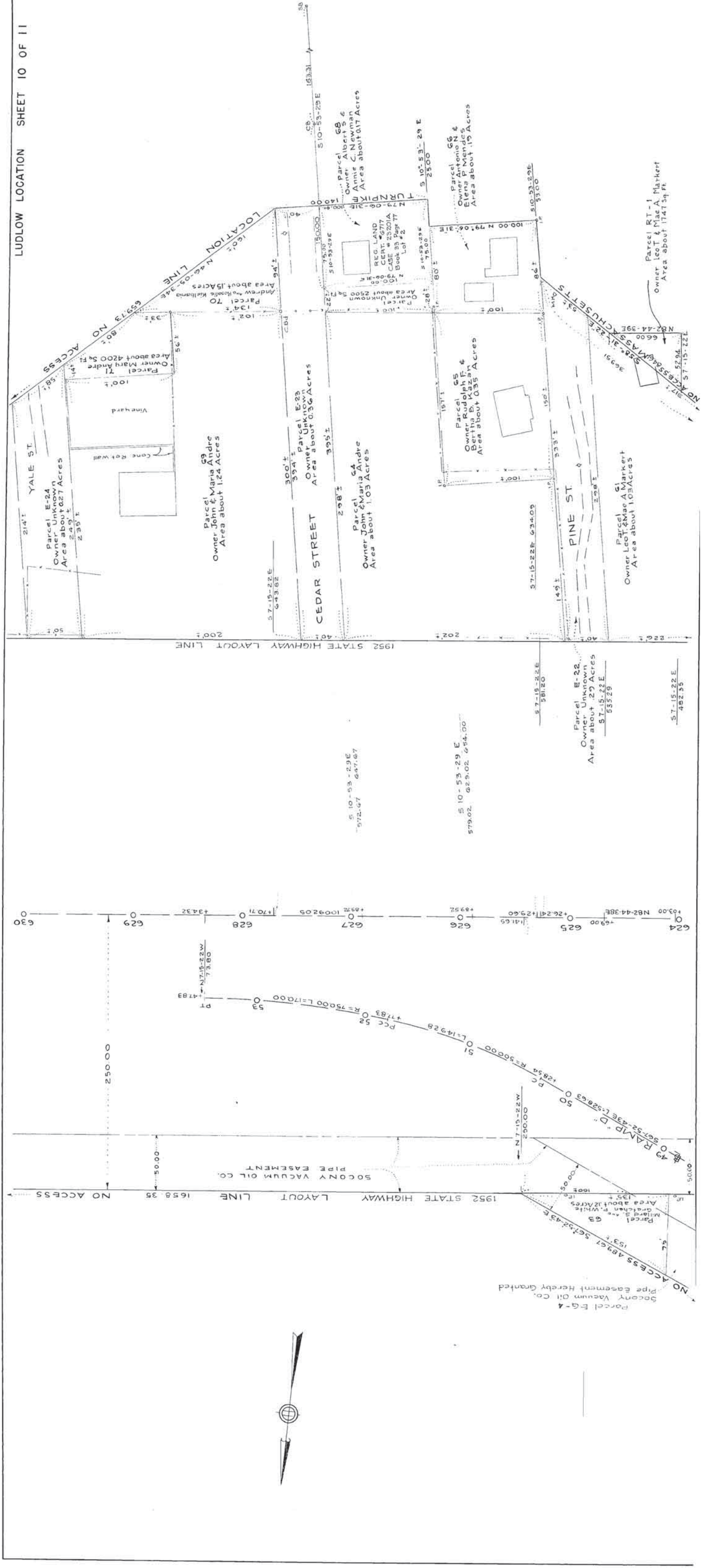




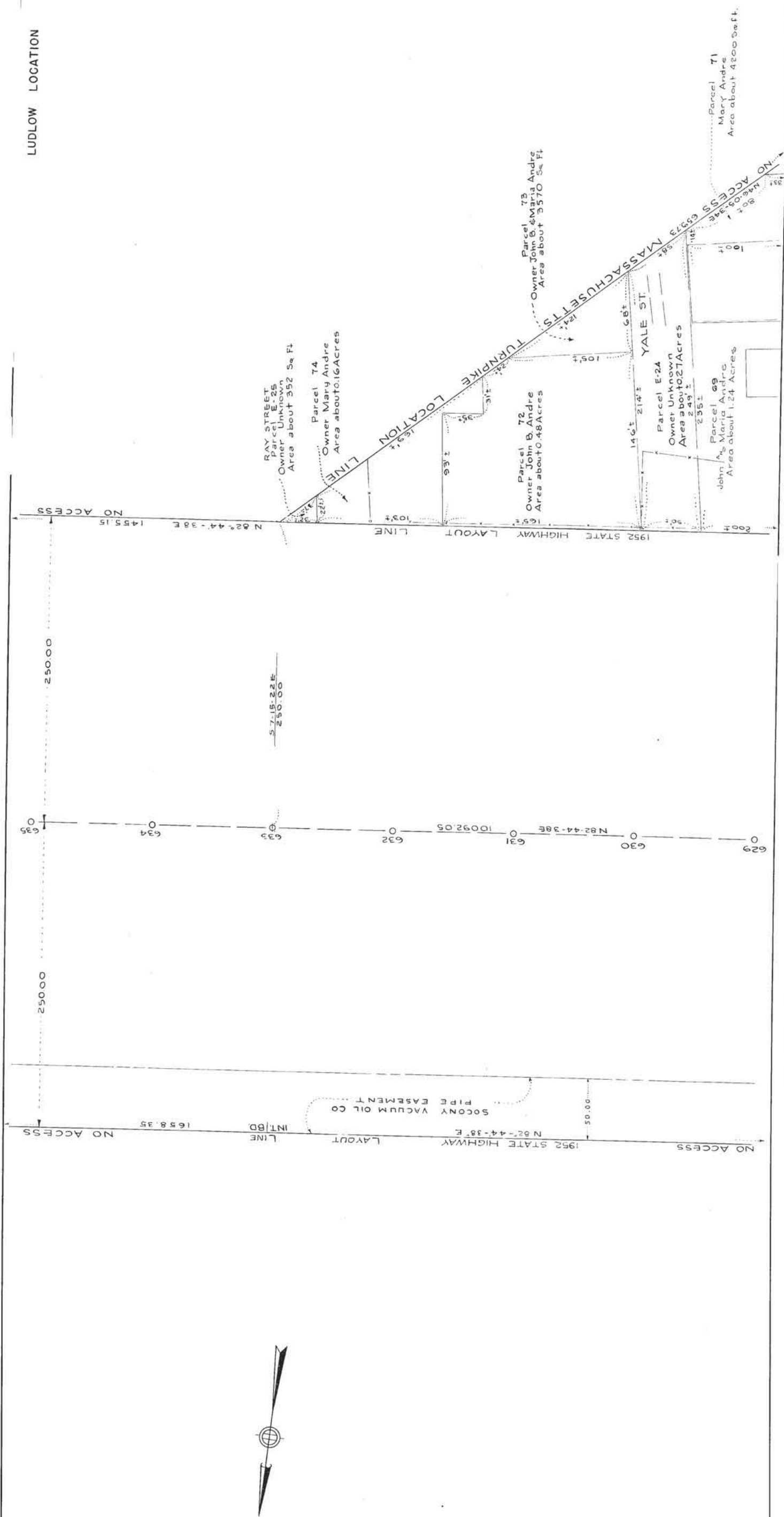












MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 93  
Town of Ludlow  
County of Hampden

For the purpose of constructing, maintaining, repairing and operating as an express toll highway, in accordance with the location approved by the State Department of Public Works on November 19, 1953, a road in the Town of Ludlow, County of Hampden, for the purpose of constructing, maintaining, repairing and operating a toll plaza in said town; for the purpose of extending sections of two public highways in said town; for the purpose of constructing a connection between two public highways in said town; for the purpose of constructing grade separations at the intersections of two public highways with the afore-said express toll highway in said Town of Ludlow; and for the purpose of constructing drainage structures and related work at two locations in said Town of Ludlow, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and the said Chapter 354 of the Acts of 1952, all of the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication and not including track, signals and other railroad property, however affixed to the realty) located thereon, situated in the Town of Ludlow, County of Hampden, all of said land being taken in fee simple (with the exception of parcels E-1, E-7, E-8, E-9, E-11, E-12, E-13, E-14



E-16, E-17, E-18, E-19, E-20, E-21, E-23, E-24, E-25, DE-3, DE-4 and RT-1, (referred to below), the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken, all easements, licenses, and permits for wires, pipes, conduits, and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises, hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

Excepted and reserved from the rights herein taken are the following:

1. All lawful rights of the public to use that portion of Riverview Street in the Town of Ludlow as hereby extended and located in accordance with the Riverview Street Extension taking, hereinafter described.
2. All lawful rights of the public to use that portion of Cady Street in the Town of Ludlow as hereby extended and located in accordance with the Cady Street Extension taking, hereinafter described.
3. All lawful rights of the public to use that portion of Holyoke Street and that portion of Cross Street in the Town of Ludlow, as hereby relocated in accordance with the Holyoke - Cross Street Connection taking, hereinafter described.
4. All lawful rights of the public to use, by means of an underpass and appurtenant structures, that portion of Fuller Street, in the Town of Ludlow which is within the express toll highway location lines hereinafter described; also all lawful rights of the public to use those



portions of Fuller Street in the Town of Ludlow which are within the Fuller Street taking, hereinafter described.

5. All lawful rights of the public to use, by means of an underpass and appurtenant structures that portion of North Street in the Town of Ludlow which is within the express toll highway location lines, hereinafter described; also all lawful rights of the public to use those portions of North Street in the Town of Ludlow, which are within the North Street Taking, hereinafter described.

Without limiting the scope of the aforesaid takings, the following rights and easements are expressly included in said takings:

1. The rights of easement held by the Socony Vacuum Oil Company, Inc., previous to the date of this instrument, in land included in parcels E-21, 58, 59 and 60 as designated on the plan, hereinafter referred to; said Socony Vacuum Oil Company, Inc., to have the right to continue the use of the aforesaid easements for all purposes for which they may be used prior to the effective date hereof until, in the opinion of the Massachusetts Turnpike Authority, the facilities involved have been relocated in accordance with the easements hereinafter granted.

Except as above noted, however, all rights, easements, licenses and permits if any, existing prior to the date of this instrument in, over and/or above the various parcels of land within the express toll highway taking hereinafter described, hereby taken, are expressly included in this Order of Taking.

The main base line, the northerly and southerly layout lines for the 1952 State Highway Layout, in the Town of Ludlow, hereinafter referred to, are all described in Order of Taking and Layout No. 3995, Massachusetts Department of Public Works, dated July 29, 1952, recorded in the



Registry of Deeds for Hampden County at Springfield in book 2189 at page 511.

The express toll highway taking is for a portion of the Massachusetts Turnpike, 1,777.71 feet in length and begins on the westerly street line of Holyoke Street in the Town of Ludlow and extends in an easterly direction in the Town of Ludlow to the easterly street line of North Street in the Town of Ludlow.

The aforesaid express toll highway taking is more fully described as follows:

The main base line of the express toll highway taking begins at a point on the westerly street line of Holyoke Street in the Town of Ludlow said point shown on the plan hereinafter referred to as station 578 + 28.60, said point also being at the end of the 1952 State Highway Layout - section I. From said point of beginning the main base line thence extends north  $82^{\circ}-44'-38''$  east, 1,777.71 feet to a point on the easterly street line of North Street in the said Town of Ludlow, said point shown on said plan as station 596 + 06.31 of the main base line of the express toll highway, said point also being at the beginning of 1952 State Highway Layout #2.

The northerly location line of the express toll highway taking begins at a point on the westerly street line of Holyoke Street in the Town of Ludlow, said point being at the end of the 1952 State Highway Layout - section #1, said point bearing north  $54^{\circ}-05'-22''$  west, 114.86 feet distant from station 578 + 28.60 of the main base line of the express toll highway, hereinbefore described. From said point of beginning the northerly location line of the express toll highway taking thence extends north  $86^{\circ}-54'-26''$  east, 150.11 feet to a point bearing north  $7^{\circ}-15'-22''$  west, 67.68 feet distant from station 578 + 94.54 of the said main base line; thence extends north  $63^{\circ}-13'-00''$  east, 116.15 feet to a point bearing north  $7^{\circ}-15'-22''$  west, 106.50 feet distant from station 580 + 04.00 of said main base line; thence extends north  $82^{\circ}-44'-38''$  east, 528.00 feet to a point on the easterly street line of Fuller Street in the Town of Ludlow said point bearing north  $4^{\circ}-40'-38''$  east, 108.85 feet distant from station 585 + 09.49 of said main base line; thence extends north  $4^{\circ}-40'-38''$  east, 44.46 feet to a point bearing north  $4^{\circ}-40'-38''$  east, 153.31 feet distant from station 585 + 09.49 of said main base line; thence extends north  $82^{\circ}-44'-38''$  east, 762.50 feet to a point bearing north  $7^{\circ}-15'-22''$  west, 150.00 feet distant from station 593 + 04.41 of said main base line; thence extends south  $7^{\circ}-15'-22''$  east, 43.50 feet to a point bearing north  $7^{\circ}-15'-22''$  west, 106.50 feet distant from station 593 + 04.41 of said main base line; thence extends north  $82^{\circ}-44'-38''$  east, 272.40 feet to a point bearing north  $4^{\circ}-09'-53''$  east, 108.65 feet distant from station 595 + 55.30 of said main base line; thence extends south  $4^{\circ}-09'-53''$  west, 6.63 feet to a point bearing north  $4^{\circ}-09'-53''$  east, 102.02 feet distant from station 595 + 55.30 of said main base line; thence extends north  $82^{\circ}-44'-38''$  east,



51.00 feet to a point on the easterly street line of North Street in the Town of Ludlow, said point bearing north  $4^{\circ}-09'-53''$  east, 102.02 feet distant from station 596 + 06.31 of said main base line, said point also being at the beginning of the northerly location line for the 1952 State Highway Layout - Section 2, in the Town of Ludlow.

The southerly location line of the express toll highway taking begins at a point on the westerly street line of Holyoke Street in the Town of Ludlow, said point being at the end of the 1952 State Highway Layout - Section 1, said point bearing south  $54^{\circ}-05'-22''$  east, 109.25 feet distant from station 578 + 28.60 of the main base line of the express toll highway, hereinbefore described. From said point of beginning the southerly location line thence extends south  $87^{\circ}-13'-53''$  east, 108.35 feet to a point bearing south  $7^{\circ}-15'-22''$  east, 93.50 feet distant from station 580 + 15.00 of said main base line; thence extends north  $82^{\circ}-44'-38''$  east, 417.00 feet to a point bearing south  $1^{\circ}-46'-22''$  east, 93.93 feet distant from station 584 + 40.98 of said main base line; thence extends south  $1^{\circ}-46'-22''$  east, 56.76 feet to a point bearing south  $1^{\circ}-46'-22''$  east, 150.69 feet distant from station 584 + 40.98 of said main base line; thence extends north  $82^{\circ}-44'-38''$  east, 1,098.42 feet to a point bearing south  $4^{\circ}-09'-53''$  west, 153.04 feet distant from station 595 + 55.30 of said main base line; thence extends north  $4^{\circ}-09'-53''$  east, 28.04 feet to a point bearing south  $4^{\circ}-09'-53''$  west, 125.00 feet distant from station 595 + 55.30 of said main base line; thence extends north  $82^{\circ}-44'-38''$  east, 51.01 feet to a point at the end of the taking, said point bearing south  $4^{\circ}-9'-53''$  west, 125.00 feet distant from station 596 + 06.31 of said main base line, said point also being at the beginning of the 1952 State Highway Layout - Section 2.

The westerly end of the express toll highway taking is defined by a line beginning at a point on the westerly street line of Holyoke Street in the Town of Ludlow, said point bearing south  $54^{\circ}-05'-22''$  east, 109.25 feet distant from station 578 + 28.60 of the main base line of the express toll highway, hereinbefore described. From said point of beginning said line thence extends north  $54^{\circ}-05'-22''$  east, 224.11 feet to a point at the beginning of the northerly location line of the express toll highway, hereinbefore described, said point bearing north  $54^{\circ}-05'-22''$  west, 114.86 feet distant from station 578 + 28.60 of the said main base line. (Said westerly line of the express toll highway taking is also the line for the end of the 1952 State Highway Layout - Section 1 - in the Town of Ludlow.)

The easterly end of the express toll highway taking is defined by a line on the easterly street line of North Street in the Town of Ludlow beginning at a point on said easterly street line of North Street, said point bearing north  $4^{\circ}-09'-53''$  east, 102.02 feet distant from station 596 + 06.31 of the main base line of the express toll highway, hereinbefore described. From said point of beginning said line thence extends south  $4^{\circ}-09'-53''$  west, 227.02 feet to a point on the southerly location line of the express toll highway, hereinbefore described, said point bearing south  $4^{\circ}-09'-53''$  west, 125.00 feet distant from station 596 + 06.31 of said main base line.



The location lines of the section of express toll highway hereby located are further defined by bounds set thereon at angle points, points of curvature, and at the westerly and easterly ends of the taking, hereinbefore described.

Access to, and egress from, the express toll highway is restricted, being permitted across the location and taking lines, hereinbefore described, only at the places, for the purpose, and under the conditions hereinafter specified:

1. Access to, and egress from, said express toll highway is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends of the taking as hereinbefore described.

In connection with the construction, maintenance, repair and operation of the proposed express toll highway, in the Town of Ludlow, it is necessary to extend and locate a section of public highway in said Town of Ludlow, County of Hampden, said extension and location being deemed necessary by the Massachusetts Turnpike Authority for carrying out the provisions of Chapter 354 of the Acts of 1952, being described as follows:

The taking for this purpose (hereinafter referred to sometimes as the Riverview Street Extension taking) is for extending and locating a section of Riverview Street, in the Town of Ludlow, southerly of the 1952 State Highway Layout hereinafter referred to.

The taking for the extension and location of Riverview Street is more fully described as follows:

The taking line for said extension and location of a section of Riverview Street on the southerly side of the said 1952 State Highway Layout in the Town of Ludlow begins at a point on the Town line between the City of Chicopee and the Town of Ludlow, said point bearing south  $8^{\circ}-12'-35''$  east, 406.58 feet distant from station 500 + 69.43 of the main base line of the said 1952 State Highway Layout. From said point of beginning the taking line thence extends north  $8^{\circ}-12'-35''$  west, 40.41 feet to a point; thence extends north  $89^{\circ}-59'-56''$  east, 404.38 feet to a point; thence extends south  $0^{\circ}-00'-04''$  west, 65.00 feet to a point; thence extends south  $89^{\circ}-59'-56''$  west, 395.01 feet to a point on said Town line; thence extends north  $8^{\circ}-12'-35''$  west, 25.26 feet to the point of beginning.

The lines defining the aforesaid Riverview Street Extension taking are further defined by bounds set at angle points and points of curvature.

Further in connection with the construction, maintenance, repair and operation of the proposed express toll highway, in the Town of Ludlow, it is necessary to extend and locate a section of public highway in said Town of Ludlow, County of Hampden, said extension and location being deemed necessary by the Massachusetts Turnpike Authority for carrying out the provisions of Chapter 354 of the Acts of 1952, being described as follows:



The taking for this purpose (hereinafter referred to sometimes as the Cady Street Extension taking) is for extending and locating a section of Cady Street, in the Town of Ludlow northerly of the 1952 State Highway Layout hereinafter referred to.

The taking for the extension and location of Cady Street is more fully described as follows:

The taking line for said extension and location of a section of Cady Street on the northerly side of the said 1952 State Highway Layout in the Town of Ludlow begins at a point in existing Holyoke Street in said Town of Ludlow, said point bearing north  $23^{\circ}-26'-01''$  west, 518.30 feet distant from station 577 + 67.81 of the base line for the said 1952 State Highway Layout. From said point of beginning the taking line thence extends north  $23^{\circ}-26'-01''$  west, 154.00 feet to a point; thence extends north  $66^{\circ}-33'-59''$  east, 31.36 feet to a point in a granite bound; thence extends south  $24^{\circ}-13'-46''$  east, 39.32 feet to a point; thence extends north  $72^{\circ}-53'-02''$  east, 207.94 feet to a point; thence extends north  $81^{\circ}-10'-44''$  east, 780.91 feet to a point; thence extends south  $7^{\circ}-02'-35''$  west, 150.00 feet to a point; thence extends north  $32^{\circ}-57'-25''$  west, 34.50 feet to a point; thence extends north  $7^{\circ}-02'-35''$  east, 25.82 feet to a point; thence extends north  $50^{\circ}-14'-03''$  west, 12.01 feet to a point; thence extends south  $80^{\circ}-39'-50''$  west, 889.83 feet to a point; thence extends south  $24^{\circ}-13'-46''$  east, 32.75 feet to a point; thence extends south  $66^{\circ}-33'-59''$  west, 33.50 feet to the point of beginning.

The lines defining the aforesaid Cady Street Extension Taking are further defined by bounds set at angle points and points of curvature.

Further in connection with the construction, maintenance, repair and operation of the express toll highway, hereinbefore described, it is necessary to alter and locate two sections of public highway in the Town of Ludlow, County of Hampden in accordance with the provisions of Chapter 354 of the Acts of 1952, being described as follows:

The taking for this purpose (hereinafter referred to sometimes as the Holyoke - Cross Street Connection taking) is for adjusting and locating the lines of Holyoke Street and Cross Street in said Town of Ludlow so as to accommodate the same to the design of said taking at the intersection of said streets with the northerly location line of the express toll highway, hereinbefore described, and consists of one taking north of and abutting the said northerly location line of the express toll highway hereinbefore described.

The taking for the alteration and location of said Holyoke Street and Cross Street is more fully described as follows:

The taking line for said alteration and location begins at a point on the northerly location line of the express toll highway, hereinbefore described, said point bearing north  $54^{\circ}-05'-22''$  west, 114.86 feet distant from station 578 + 28.60 of the main base line of the express toll highway, hereinbefore described. From said point of beginning, the taking line thence extends north  $54^{\circ}-05'-22''$  west, 55.79 feet to a point; thence extends north  $18^{\circ}-43'-50''$  west, 33.92 feet to a point; thence ex-



tends north  $63^{\circ}-13'-00''$  east, 26.00 feet to a point; thence extends north  $26^{\circ}-47'-00''$  west, 14.01 feet to a point; thence extends north  $59^{\circ}-13'-00''$  east, 40.00 feet to a point; thence extends in a southeasterly direction by a curve to the left, as shown on the plan hereinafter referred to, of 442.60 feet radius, 14.01 feet to a point of compound curve; thence extends in a southeasterly direction by a curve to the left of 118.00 feet radius, 177.12 feet to a point of tangent; thence extends north  $63^{\circ}-13'-00''$  east, 85.00 feet to a point; thence extends south  $26^{\circ}-47'-00''$  east, 43.50 feet to a point on said northerly location line, said point bearing north  $7^{\circ}-15'-22''$  west, 106.50 feet distant from station 580 + 04.00 of said main base line; thence extends south  $63^{\circ}-13'-00''$  west, 116.15 feet to a point bearing north  $7^{\circ}-15'-22''$  west, 67.68 feet distant from station 578 + 94.54 of said main base line; thence extends south  $86^{\circ}-54'-26''$  west, 150.11 feet to the point of beginning.

The lines defining the aforesaid Holyoke - Cross Street taking are further defined by bounds set at angle points and points of curvature.

Further in connection with the construction, maintenance, repair and operation of the express toll highway, hereinbefore described, it is necessary to alter and adjust the lines and grades of two sections of highway in the Town of Ludlow, County of Hampden in accordance with the provisions of Chapter 354 of the Acts of 1952, being described as follows:

The taking for this purpose (hereinafter referred to sometimes as the Fuller Street taking) is for widening and changing the grade of Fuller Street in the Town of Ludlow so as to accommodate the same to the design of a grade separation at the intersections of Fuller Street in the Town of Ludlow with the express toll highway hereinbefore described, and consists of two sections, one being north of and abutting the northerly location line of the express toll highway hereinbefore described, and the other being south of and abutting the southerly location line of the aforesaid express toll highway.

The taking for the alteration of Fuller Street is more fully described as follows:

The taking line for said alteration of Fuller Street on the northerly side of the express toll highway begins at a point on the easterly street line of Fuller Street in the Town of Ludlow, said point also being on the northerly location line of the express toll highway, hereinbefore described, said point bearing north  $4^{\circ}-40'-38''$  east, 108.85 feet distant from station 585 + 09.49 of the main base line of the express toll highway hereinbefore described. From said point of beginning the taking line thence extends along said northerly location line south  $82^{\circ}-44'-38''$  west, 67.36 feet to a point; thence extends north  $10^{\circ}-38'-38''$  east, 293.67 feet to a point; thence extends south  $85^{\circ}-50'-02''$  east, 44.59 feet to a point; thence extends south  $4^{\circ}-40'-38''$  west, 95.09 feet to a point; thence extends south  $7^{\circ}-15'-22''$  east, 75.71 feet to a point on said northerly location line; thence extends south  $82^{\circ}-44'-38''$  west, 16.00 feet to a point; thence extends south  $4^{\circ}-40'-38''$  west, 44.46 feet to the point of beginning.

The taking line for said Fuller Street alteration on the south-



erly side of the express toll highway begins at a point on the westerly street line of said Fuller Street in the Town of Ludlow, said point being on the southerly location line of the express toll highway, hereinbefore described, said point bearing south  $1^{\circ}-46'-22''$  east, 150.69 feet distant from station 584 + 40.98 of the main base line of the express toll highway, hereinbefore described. From said point of beginning said taking line thence extends along said southerly location line north  $82^{\circ}-44'-38''$  east, 62.22 feet to a point; thence extends south  $11^{\circ}-40'-55''$  west, 84.82 feet to a point; thence extends south  $4^{\circ}-40'-38''$  west, 63.93 feet to a point; thence extends north  $85^{\circ}-50'-02''$  west, 41.66 feet to a point; thence extends north  $4^{\circ}-40'-38''$  east, 60.95 feet to a point; thence extends north  $1^{\circ}-46'-22''$  west, 75.24 feet to the point of beginning.

The lines defining the aforesaid Fuller Street takings are further defined by bounds set at angle points and points of curvature.

Further in connection with the construction, maintenance, repair and operation of the express toll highway hereinbefore described, it is necessary to alter and adjust the lines and grades of two sections of public highway in the Town of Ludlow, County of Hampden, in accordance with the provisions of Chapter 354 of the Acts of 1952, being described as follows:

The taking for this purpose (hereinafter referred to sometimes as the North Street taking) is for widening and changing the grade of North Street in the Town of Ludlow so as to accommodate the same to the design of a grade separation at the intersections of North Street, in the Town of Ludlow with the express toll highway, hereinbefore described, and consists of two sections, one being north of and abutting the northerly location line of the express toll highway, hereinbefore described, and the other being south of and abutting the southerly location line of the express toll highway, hereinbefore described.

The taking for the alteration of North Street is more fully described as follows:

The taking line for said alteration of North Street on the northerly side of the express toll highway begins at a point on the easterly street line of North Street in the Town of Ludlow, said point being on the northerly location line of the express toll highway, hereinbefore described, bearing north  $4^{\circ}-09'-53''$  east, 102.02 feet distant from station 596 + 06.31 of the main base line of the express toll highway hereinbefore described. From said point of beginning, the taking line thence extends south  $82^{\circ}-44'-38''$  west, 51.00 feet to a point on the westerly street line of North Street; thence extends north  $4^{\circ}-09'-53''$  east, 6.63 feet to a point; thence extends south  $82^{\circ}-44'-38''$  west, 3.62 feet to a point; thence extends in a northerly direction by a curve to the right as shown on the plan hereinafter referred to of 836.00 feet radius, 288.06 feet to a point of tangent; thence extends north  $31^{\circ}-33'-59''$  east, 179.62 feet to a point; thence extends north  $28^{\circ}-57'-40''$  east, 220.00 feet to a point; thence extends north  $87^{\circ}-09'-33''$  east, 20.11 feet to a point; thence extends north  $27^{\circ}-13'-22''$  east, 590.00 feet to a point; thence extends north  $43^{\circ}-48'-17''$  east, 289.29 feet to a point; thence extends south  $46^{\circ}-11'-43''$  east, 50.00 feet to a point; thence extends south  $43^{\circ}-48'-17''$  west, 81.99 feet to a point; thence extends south  $30^{\circ}-03'-00''$  west, 120.00



feet to a point; thence extends south  $32^{\circ}-59'-37''$  west, 200.00 feet to a point, thence extends south  $35^{\circ}-50'-05''$  west, 139.00 feet to a point; thence extends south  $13^{\circ}-46'-30''$  west, 43.00 feet to a point; thence extends south  $27^{\circ}-31'-45''$  west, 204.42 feet to a point; thence extends in a southwesterly direction by a curve to the right as shown on said plan of 3,040.00 feet radius, 214.19 feet to a point; thence extends south  $29^{\circ}-20'-15''$  west, 302.91 feet to a point; thence extends south  $17^{\circ}-44'-38''$  west, 148.00 feet to a point; thence extends south  $82^{\circ}-44'-38''$  west, 25.00 feet to the point of beginning.

The taking line for said North Street alteration on the southerly side of the express toll highway begins at a point on the easterly street line of said North Street, said point also being on the southerly location line of the express toll highway hereinbefore described, bearing south  $4^{\circ}-09'-53''$  west, 125.00 feet distant from station 596 + 06.31 of the main base line of the express toll highway, hereinbefore described. From said point of beginning the taking line thence extends south  $4^{\circ}-09'-53''$  west, 126.38 feet to a point; thence extends north  $85^{\circ}-50'-07''$  west, 50.00 feet to a point thence extends north  $4^{\circ}-09'-53''$  east, 116.28 feet to a point on the said southerly location line; thence extends north  $82^{\circ}-44'-38''$  east, 51.01 feet to the point of beginning.

The lines defining said North Street takings are further defined by bounds set at angle points and points of curvature.

For the purpose of constructing, maintaining, repairing and operating a toll plaza and appurtenant structures composed of two areas in the Town of Ludlow, one area being northerly of and abutting the northerly location line of the 1952 State Highway Layout herein referred to, and the other area being southerly of and abutting the southerly location line of the said 1952 State Highway Layout, the Massachusetts Turnpike Authority does hereby take the said toll plaza areas as follows:

The taking for the toll plaza area northerly of the 1952 State Highway Layout is more fully described as follows:

Base line "B-C" for said northerly toll plaza area taking begins at a point on North Street in the Town of Ludlow, said point being shown on the plan hereinafter referred to as station 20 + 94.13 of the North Street base line or station 25 + 14.29 of base line "B-C". From said point of beginning, base line "B-C" thence extends south  $56^{\circ}-30'-00''$  east, 858.59 feet to a point of curve shown on said plan as station 33 + 58.59; thence extends in a northeasterly direction by a curve to the left, as shown on said plan of 400.00 feet radius, 306.84 feet to a point of tangent shown on said plan as station 36 + 65.43; thence extends north  $79^{\circ}-32'-55''$  east, 408.11 feet to a point of curve shown on said plan as station 40 + 73.54; thence extends in an easterly direction by a curve to the right as shown on said plan of 500.00 feet radius, 120.00 feet to a point of compound curve shown on said plan as station 41 + 93.54; thence extends in a southeasterly direction by a curve to the right of 375.00 feet radius, 241.50 feet to a point of compound curve shown on said plan as station 44 + 44.35; thence extends in a southeasterly direction by a curve to the right of 500.00 feet radius 120.00 feet to a point of tangent shown on said plan as station 45 + 55.11; thence extends south  $36^{\circ}-02'-24''$  east, 303.83 feet to



a point shown on said plan as station 48 + 58.94 of base line "B-C" or station 229.00 of the main base line for the 1952 State Highway Layout hereinbefore referred to.

Base line "D" for said northerly toll plaza area taking begins at a point bearing north  $10^{\circ}-27'-05''$  west, 12.00 feet distant from station 40 + 73.54 of base line "B-C" hereinbefore described, said point shown on the plan hereinafter referred to as station 40 + 73.54 of base line "D". From said point of beginning, base line "D" thence extends in an easterly direction by a curve to the right of 750.00 feet radius, 426.38 feet to a point of tangent shown on said plan as station 44 + 99.91; thence extends south  $67^{\circ}-52'-43''$  east, 528.63 feet to a point of curve shown on said plan as station 50 + 28.54; thence extends in an easterly direction by a curve to the left of 500.00 feet radius, 149.28 feet to a point of compound curve shown on said plan as station 51 + 77.83; thence extends in an easterly direction by a curve to the left of 750.00 feet radius, 170.00 feet to a point of tangent shown on said plan as station 53 + 47.83, said point bearing north  $7^{\circ}-15'-22''$  west, 73.80 feet distant from station 628 + 34.32 of the main base line for the 1952 State Highway Layout, hereinafter referred to.

The location line for said northerly toll plaza area taking begins at a point on the land of Thomas Miller and Rosetta Stiven in the Town of Ludlow, said point bearing north  $32^{\circ}-59'-37''$  east, 100.00 feet distant from station 25 + 63.00 of base line "B-C" hereinbefore described. From said point of beginning said location line thence extends in a southeasterly direction 100.00 feet distant from and parallel to said base line "B-C" to a point bearing north  $33^{\circ}-30'-00''$  east, 100.00 feet distant from station 27 + 87.00 of said base line "B-C"; thence extends south  $72^{\circ}-24'-31''$  east, 46.79 feet to a point bearing north  $33^{\circ}-30'-00''$  east, 138.83 feet distant from station 28 + 32.00 of said base line "B-C"; thence extends north  $33^{\circ}-30'-00''$  east, 26.00 feet to a point; thence extends south  $56^{\circ}-30'-00''$  east, 107.66 feet to a point bearing north  $33^{\circ}-30'-00''$  east, 138.83 feet distant from station 29 + 39.66 of said base line "B-C"; thence extends south  $52^{\circ}-52'-58''$  east, 76.49 feet to a point bearing north  $33^{\circ}-30'-00''$  east, 134.00 feet distant from station 30 + 16.00 of said base line "B-C"; thence extends south  $56^{\circ}-30'-00''$  east, 481.30 feet to a point bearing north  $5^{\circ}-57'-34''$  east, 100.00 feet distant from station 35 + 50.84 of said base line "B-C"; thence extends in an easterly direction 100.00 feet distant from and parallel to said base line "B-C" to a point bearing north  $10^{\circ}-27'-05''$  west, 100.00 feet distant from station 40 + 73.54 of said base line "B-C"; thence extends north  $10^{\circ}-27'-05''$  west, 12.00 feet to a point bearing north  $10^{\circ}-27'-05''$  west, 100.00 feet distant from station 40 + 73.54 of base line "D", hereinbefore described, thence extends in a southeasterly direction 100.00 feet distant from and parallel to said base line "D" to a point on the 1952 State Highway Layout hereinbefore referred to, said point bearing north  $7^{\circ}-15'-22''$  west, 250.00 feet distant from station 625 + 41.65 of the main base line for said 1952 State Highway Layout; thence extends in a westerly direction 250.00 feet distant from and parallel to said main base line for said 1952 State Highway Layout to a point bearing north  $7^{\circ}-15'-22''$  west, 250.00 feet distant from station 608 + 05.50 of said main base line for said 1952 State Highway Layout; thence extends north  $7^{\circ}-15'-22''$  west, 316.25 feet to a point bearing south



33°-30'-00" west, 100.00 feet distant from station 32 + 33.00 of said base line "B-C"; thence extends in a northwesterly direction, 100.00 feet distant from and parallel to said base line "B-C" to a point bearing south 32°-59'-37" west, 100.00 feet distant from station 25 + 63.00 of said base line "B-C"; thence extends north 32°-59'-37" east, 200.00 feet to the point of beginning.

The location lines of the northerly section of the toll plaza area hereby located are further defined by bounds set thereon at angle points and points of curvature, hereinbefore described.

Access to, and egress from, said northerly section of the toll plaza area is restricted, being permitted across the location lines, hereinbefore described, only at the places, for the purpose, and under the conditions hereinafter specified:

1. Access to, and egress from said northerly section of the toll plaza area is allowed, subject to payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the following line:

Beginning at a point bearing north 32°-59'-37" east, 100.00 feet distant from station 25 + 63.00 of base line "B-C" hereinbefore described. From said point of beginning said line thence extends south 32°-59'-37" west, 200.00 feet to a point bearing south 32°-59'-37" west, 100.00 feet distant from station 25 + 63.00 of said base line "B-C".

The taking for the toll plaza area southerly of the 1952 State Highway Layout hereinbefore referred to is more fully described as follows:

The location line for said southerly toll plaza area taking begins at a point on the land of Leo T. and Mae A. Markert in the Town of Ludlow, said point being on the southerly 1952 State Highway Layout Line, hereinbefore referred to, said point bearing south 7°-15'-22" east, 250.00 feet distant from station 622 + 38.00 of the main base line of the 1952 State Highway Layout herein referred to. From said point of beginning the location line for said southerly toll plaza area thence extends south 7°-15'-22" east, 100.00 feet to a point; thence south 58°-31'-22" east, 369.51 feet to a point bearing south 7°-15'-22" east, 581.20 feet distant from station 625 + 26.24 of the said main base line of said 1952 State Highway Layout; thence extends south 10°-53'-29" east, 53.00 feet to a point bearing south 7°-15'-22" east, 634.09 feet distant from station 625 + 29.60 of said main base line of said 1952 State Highway Layout; thence extends north 79°-06'-31" east, 100.00 feet to a point; thence extends south 10°-53'-29" east, 25.00 feet to a point; thence extends north 79°-06'-31" east, 140.00 feet to a point bearing south 7°-15'-22" east, 643.82 feet distant from station 627 + 70.71 of said main base line for said 1952 State Highway Layout; thence extends north 46°-05'-34" east, 659.73 feet to a point on the said southerly 1952 State Highway Layout Line, said point bearing south 7°-15'-22" east, 250.00 feet distant from station 633 + 00.00 of said main base line of said 1952 State Highway Layout; thence extends in a westerly direction along said southerly State Highway Layout Line 250.00 feet distant from and parallel to said main base line of said State Highway Layout to the point of beginning.



The location lines of the southerly section of the toll plaza area hereby located are further defined by bounds set thereon at angle points and points of curvature, hereinbefore described.

Access to, and egress from said southerly section of the toll plaza area is restricted, being permitted across the location lines, hereinbefore described, only at the places for the purpose and under the conditions hereinafter specified.

In connection with the construction, maintenance, repair and operation of the proposed express toll highway in the Town of Ludlow, it is necessary to construct drainage structures and to perform related work at two locations in the Town of Ludlow for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in two parcels of land in said town, designated on the plan hereinafter referred to, as Parcels DE-3 and DE-4.

Said easements consist of the right to enter upon said land at any time to construct thereon and to maintain and use, drainage structures and ditches, together with the right to flow water thereon and to clean and straighten any water courses located thereon.

Said easements are more fully described as follows:

Beginning at a point on the southerly layout line of the 1952 State Highway Layout, hereinbefore referred to, said point bearing south  $3^{\circ}-13'-56''$  west, 152.56 feet distant from station 502 + 36.00 of the main base line of the 1952 State Highway Layout, hereinbefore referred to; the permanent drainage easement taking line thence extends north  $82^{\circ}-43'-56''$  east, 30.00 feet to a point; thence extends south  $3^{\circ}-13'-56''$  west, 238.00 feet to a point on the Riverview Street Extension taking line hereinbefore described; thence extends south  $89^{\circ}-59'-56''$  west, 30.00 feet to a point; thence extends north  $3^{\circ}-13'-56''$  east, 234.00 feet to the point of beginning.

A permanent easement is hereby taken, in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Riverview Street Extension taking, hereinbefore described, and designated on the plan of said taking as Parcel E-1, said easement consisting of the right to alter and reconstruct said portion of Riverview Street. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair and operation of the aforesaid express toll highway or the aforesaid alteration, reconstruction or extension of Riverview Street.

Permanent easements are hereby taken in behalf of the Massachu-



setts Turnpike Authority, in two parcels of land included within the limits of the Cady Street Extension taking, hereinbefore described and designated on the plan of said taking as Parcels E-7 and E-8, said easements consisting of the right to alter and reconstruct the land in said parcels. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair and operation of the aforesaid express toll highway or the aforesaid alteration, reconstruction or extension of Cady Street.

Permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in two parcels of land included within the limits of the Holyoke - Cross Street Connection taking, hereinbefore described and designated on the plan of said taking as Parcels E-9 and E-12, said easements consisting of the right to alter and reconstruct said land. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair and operation of the aforesaid express toll highway or the alteration and reconstruction of said Holyoke Street and Cross Street.

Permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in 8 parcels of land included within the limits of the express toll highway takings hereinbefore described and designated on the plan of said takings as Parcels E-11, E-13, E-20, E-21, E-22, E-23, E-24 and E-25. Said easements consisting of the right to construct, maintain, repair and operate an express toll highway in and over said land.

A permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority in one parcel of land included within the limits of the express toll highway takings hereinbefore described, and designated on the plan of said taking as Parcel E-15, said easement consisting of the



plan of said takings as Parcels E-17 and E-19. Said easements consisting of the right to alter, to reconstruct and to change the grade and alignment of said North Street to accommodate the same to the design of a grade separation at the intersections of said street with the express toll highway hereinbefore described. Said land shall remain subject to any lawful use by the public which will not interfere with the construction, maintenance, repair and operation of the aforesaid express toll highway or the aforesaid alteration, and/or reconstruction of North Street.

A temporary easement is hereby taken in behalf of the Massachusetts Turnpike Authority in one parcel of land adjacent to and abutting the southerly location line of the southerly toll plaza area hereinbefore described, and designated on the plan hereinafter referred to as RT-1. Said easement consists of the right to enter on said land at any time during the effective period of the easement therein to remove and/or demolish structures located on said land. Said easement is to remain in effect until such time as, in the opinion of the Massachusetts Turnpike Authority, the purpose for which said easement is taken shall have been completed.

The aforesaid temporary easement is more fully described as follows:

Parcel RT-1: A triangular parcel of land containing about 1747 sq.feet, supposed to be owned by Leo T. and Mae A. Markert, said taking is more fully described as follows:

Beginning at a point on the location line for the southerly section of the toll plaza area hereinbefore described, said point bearing south 7°-15'-22" east, 482.35 feet distant from station 624 + 03.00 of the main base line for the 1952 State Highway Layout hereinbefore referred to, the taking line thence extends south 7°-15'-22" east, 52.94 feet to a point; thence extends north 82°-44'-39" east, 66.00 feet to a point on said location line for the southerly section of the toll plaza area; thence extends north 58°-31'-22" west 84.61 feet to the point of beginning.



An easement is hereby granted the Town of Ludlow, its successors and assigns, in a parcel of land included within the limits of the northerly section of the toll plaza area taking, hereinbefore described, and designated on the plan of said taking as EG-3. Said easement consists of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to install, maintain, use and repair sewer pipes under the aforesaid northerly section of the toll plaza area taking.

The aforesaid sewer pipe easement is more fully described as follows:

Said sewer easement granted consists of a strip of land, the northerly and southerly lines of which are the location line for the northerly toll plaza area hereinbefore described.

The westerly line of said sewer easement granted begins at a point on the land of Millard S. & Gretchen P. White in the Town of Ludlow, said point being on the location line for the northerly section of the toll plaza area hereinbefore described, said point bearing north  $34^{\circ}-59'-38''$  east, 132.78 feet distant from station  $33 + 73.09$  of base line "B-C" hereinbefore described. From said point of beginning the westerly line thence extends south  $34^{\circ}-59'-38''$  west, 210.80 feet to a point; thence south  $6^{\circ}-58'-43''$  east, 175.50 feet to a point; thence extends south  $35^{\circ}-24'-16''$  west,  $148 \pm$  feet to a point on the said location line for the northerly section of the toll plaza area, said point also being on the northerly 1952 State Highway Layout line hereinbefore referred to.

The easterly boundry line of said sewer easement granted is easterly of and 30.00 feet distant from and parallel to said westerly line.

An easement is hereby granted to the Socony Vacuum Oil Company, Inc., its heirs and assigns, in a parcel of land included within the limits of the northerly section of the toll plaza area taking, hereinbefore described, and designated on the plan of said taking as EG-4. Said easement consists of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain, repair, replace, remove, from time to time and use one or more underground pipe lines, for



transportation of petroleum, gas and petroleum products, under the aforesaid northerly section of the toll plaza area taking.

The aforesaid easement granted is more fully described as follows:

Said easement line begins at a point on the location line of the northerly section of the toll plaza area hereinbefore described, said point being on the northerly 1952 State Highway Layout line hereinbefore referred to, said point bearing south  $14^{\circ}-32'-43''$  west, 242.00 feet distant from station  $38 + 50.96$  of base line "B-C" hereinbefore described. From said point of beginning the easement line thence extends along said 1952 State Highway Layout line south  $82^{\circ}-44'-38''$  west,  $50 \pm$  feet to a point; thence extends north  $14^{\circ}-32'-43''$  east,  $346 \pm$  feet to a point on the location line for the northerly section of the toll plaza area taking, hereinbefore described; thence extends in a generally southeasterly direction along said location line for the northerly section of the toll plaza area to a point on the said northerly 1952 State Highway Layout line, said point bearing north  $7^{\circ}-15'-22''$  west, 250.00 feet distant from station  $625 + 41.65$  of the main base line of the 1952 State Highway Layout, hereinbefore referred to; thence extends along said Layout line, south  $82^{\circ}-44'-38''$  west,  $100 \pm$  feet to a point; thence extends in a generally northwesterly direction 50.00 feet distant from and parallel to the said location line for the northerly section of the toll plaza area to a point bearing north  $10^{\circ}-27'-05''$  west, 50.00 feet distant from station  $40 + 73.44$  of base line "D", hereinbefore described; thence extends south  $79^{\circ}-32'-55''$  west,  $193 \pm$  feet to a point bearing north  $14^{\circ}-32'-43''$  east, 68.41 feet distant from station  $38 + 50.96$  of said base line "B-C"; thence extends south  $14^{\circ}-32'-43''$  west,  $310 \pm$  feet to the point of beginning.

The aforesaid express toll highway taking, toll plaza taking, Riverview Street Extension taking, Cady Street Extension taking, Holyoke - Cross Street Connection taking, Fuller Street alteration taking, North Street taking and permanent drainage easement takings are all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the Town of LUDLOW, HAMPDEN COUNTY, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date August 18, 1955 Scale  $1" = 40'$ ," an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County, at Springfield, Massachusetts.



Parcel 68 of land included in these takings is registered land, said land being recorded in the Registered Land Office of the Registry of Deeds for Hampden County, at Springfield as follows:

Parcel No.	Supposed Owner	Bk.	Page	Cert.	Lot #
68	Albert S. and Annie C. Newman	33	77	6717	2

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
2	Elmer W & George A. Wood	0.18 Ac.	\$ 1.00
3	S. Ciemba	0.10 Ac.	1.00
4	Mary Martin & Pauline & Anna May	0.19 Ac.	1.00
11	Galligan Heirs	0.46 Ac.	1.00
12	Emma Boucher	1.72 Ac.	1.00
13	Ida Connors	48 s.f.	1.00
15	A. & S. Tetrault	1900 s.f.	1.00
16	John & Katarzyna Woz	2.10 Ac.	1.00
17	Leon A. & Imelda R. Laramee	0.22 Ac.	1.00
18	Stanislaw & Mary Cislak	15 s.f.	1.00
19	Walenty & Katarzyna Zabek	240 s.f.	1.00
20	Joseph & Anna Chislak	171 s.f.	1.00
21	Joseph & Anna Chislak	5.04 Ac.	1.00
22	Walenty & Katarzyna Zabek	0.17 Ac.	1.00
23	Walenty & Katarzyna Zabek	107 s.f.	1.00
24	Walter V. & Clarisse M. Bergeron	500 s.f.	1.00
25	Walenty & Katarzyna Zabek	0.69 Ac.	1.00
26	Rudolph Drzal	0.15 Ac.	1.00
27	Eldiage & Catherine Narreau	0.15 Ac.	1.00



28	Walenty & Katarzyna Zabek	0.29 Ac.	1.00
29	Earl K. Miller	0.38 Ac.	1.00
30	Victor J. & Anna Zabek	670 s.f.	1.00
31	Josephine M. Lewicki	0.15 Ac.	1.00
32	William J. Nicholas	3341 s.f.	1.00
33	Stanley L. & Mary L. Nowak	4768 s.f.	1.00
34	Lewis P. & Stella A. Zabek	3534 s.f.	1.00
35	Walenty & Katarzyna Zabek	2280 s.f.	1.00
36	Biago & Patricia Baltazar	3600 s.f.	1.00
38	Leroy M. & Henrietta R. Warner	1839 s.f.	1.00
39	Helen Peterson	2190 s.f.	1.00
40	George T. & Clara M. Marin	3330 s.f.	1.00
41	Helen Peterson	0.10 Ac.	1.00
42	George T. & Clara M. Marin	0.30 Ac.	1.00
43	Leroy M. & Henrietta R. Warner	810 s.f.	1.00
44	Thomas Miller & Rosetta Stiven	1440 s.f.	1.00
45	Michael & Helen Kawchak	250 s.f.	1.00
46	Leroy M. & Henrietta R. Warner	1.33 Ac.	1.00
47	Thomas Miller & Rosetta Stiven	0.17 Ac.	1.00
48	Thomas Miller & Rosetta Stiven	0.13 Ac.	1.00
49	Walter F. & Helen F. Nowak	0.21 Ac.	1.00
50	George H. Domaingue Jr. & Sr.	0.91 Ac.	1.00
51	Millard S. & Gretchen P. White	1.33 Ac.	1.00
52	Leroy M. & Henrietta R. Warner	0.13 Ac.	1.00
53	Millard S. & Gretchen P. White	1.19 Ac.	1.00
54	Millard S. & Gretchen P. White	0.75 Ac.	1.00
55	Michael & Gloria Pukish	0.50 Ac.	1.00



56	Gilbert O. & Anita M. Maurice	0.21 Ac.	1.00
57	Leonard L. & Annamae B. Martin	15 s.f.	1.00
58	Millard S. & Gretchen P. White	5.03 Ac.	1.00
59	Edward J. & Anna T. Czerniak	0.91 Ac.	1.00
60	Richard F. & Pearl T. Airolodi	0.47 Ac.	1.00
61	Leo T. & Mae A. Markert	1.03 Ac.	1.00
62	Leonard L. & Annamae B. Martin	0.25 Ac.	1.00
63	Millard S. & Gretchen P. White	0.25 Ac.	1.00
64	John & Maria Andre	1.03 Ac.	1.00
65	Rudolph F. & Bertha E. Kazan	0.35 Ac.	1.00
66	Antonio N. & Elena P. Mendes	0.19 Ac.	1.00
68	Albert S. & Annie C. Newman	0.17 Ac.	1.00
69	John & Maria Andre	1.24 Ac.	1.00
70	Andrew & Rosalie Kielbania	0.15 Ac.	1.00
71	Mary Andre	4200 s.f.	1.00
72	John B. Andre	0.48 Ac.	1.00
73	John B. & Maria Andre	3570 s.f.	1.00
74	Mary Andre	0.16 Ac.	1.00
67	Owner Unknown	2500 s.f.	1.00
E-1	Owner Unknown (Riverview St.)	0.13 Ac.	1.00
E-7	Owner Unknown (Holyoke Street)	0.11 Ac.	1.00
E-8	Owner Unknown (Fuller St.)	0.11 Ac.	1.00
E-9	Owner Unknown (Holyoke St.)	0.19 Ac.	1.00
E-11	Owner Unknown (Holyoke St.)	0.61 Ac.	1.00
E-12	Owner Unknown (Cross St.)	0.15 Ac.	1.00
E-13	Owner Unknown (Cross St.)	435 s.f.	1.00
E-14	Owner Unknown (Fuller St.)	0.14 Ac.	1.00
E-15	Owner Unknown (Fuller St.)	0.38 Ac.	1.00



56	Gilbert O. & Anita M. Maurice	0.21 Ac.	1.00
57	Leonard L. & Annamae B. Martin	15 s.f.	1.00
58	Millard S. & Gretchen P. White	5.03 Ac.	1.00
59	Edward J. & Anna T. Czerniak	0.91 Ac.	1.00
60	Richard F. & Pearl T. Airolodi	0.47 Ac.	1.00
61	Leo T. & Mae A. Markert	1.03 Ac.	1.00
62	Leonard L. & Annamae B. Martin	0.25 Ac.	1.00
63	Millard S. & Gretchen P. White	0.25 Ac.	1.00
64	John & Maria Andre	1.03 Ac.	1.00
65	Rudolph F. & Bertha E. Kazan	0.35 Ac.	1.00
66	Antonio N. & Elena P. Mendes	0.19 Ac.	1.00
68	Albert S. & Annie C. Newman	0.17 Ac.	1.00
69	John & Maria Andre	1.24 Ac.	1.00
70	Andrew & Rosalie Kielbania	0.15 Ac.	1.00
71	Mary Andre	4200 s.f.	1.00
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73	John B. & Maria Andre	3570 s.f.	1.00
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E-9	Owner Unknown (Holyoke St.)	0.19 Ac.	1.00
E-11	Owner Unknown (Holyoke St.)	0.61 Ac.	1.00
E-12	Owner Unknown (Cross St.)	0.15 Ac.	1.00
E-13	Owner Unknown (Cross St.)	435 s.f.	1.00
E-14	Owner Unknown (Fuller St.)	0.14 Ac.	1.00
E-15	Owner Unknown (Fuller St.)	0.38 Ac.	1.00



and as described and shown on said plan; that said Fuller Street be altered as described herein and as described and shown on said plan; that said North Street be altered as described herein, and as described and shown on said plan; that said permanent Drainage easements be located as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow certified copies of said plan signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this   eighteenth                   day of   August,                   1955.

William F. Callahan  
Chairman

MASSACHUSETTS

Benjamin W. Grant  
Vice Chairman

TURNPIKE

John R. Kuwer  
Member

AUTHORITY



1957

Ludlow



STATE HIGHWAY LAYOUT #93-1(a)  
I-90, Mass. Pike, taking near North St.

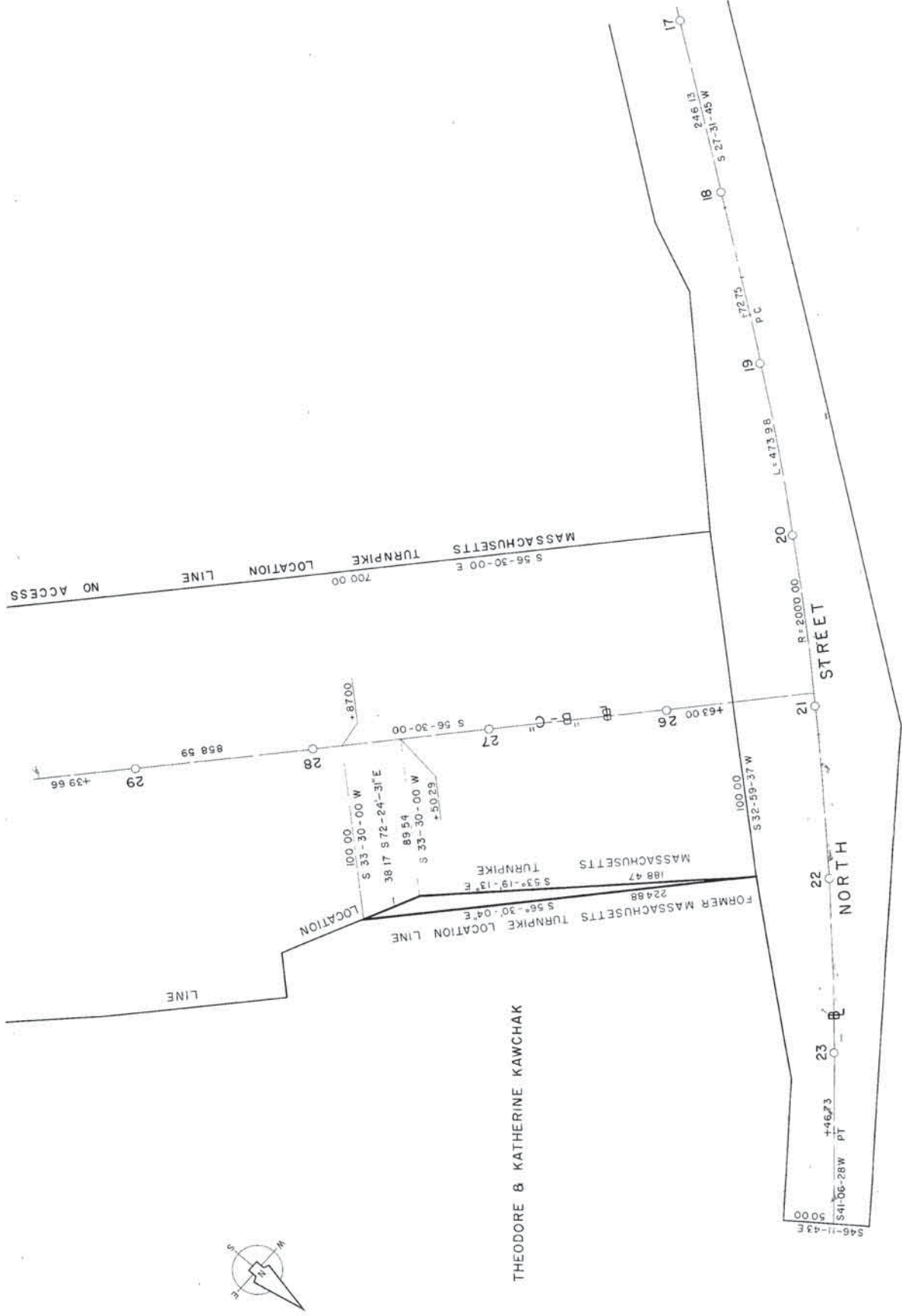
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 62 PAGES 18.

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STATE HIGHWAY LAYOUT #93-1(a)

- Image Info SH61004 Ludlow
- Image Info SH61004 I-90
- Image Info SH61004 Mass. Pike
- Image Info SH61004 North Street





THEODORE B KATHERINE KAWCHAK

A TRUE COPY ATTEST <i>Theodore B Kawchak</i> SECRETARY		THIS CERTIFIES THAT THE LOCATION OF THE ROAD AS SHOWN ON THIS PLAN WAS TAKEN AS AND FOR AN EXPRESS TOLL HIGHWAY PAVEN AS THE MASSACHUSETTS TURNPIKE TO BE LOCATED AND ON RELOCATION CONSTRUCTION THEREWITH, BY THE MASSACHUSETTS TURNPIKE AUTHORITY AUGUST 18, 1955 IN ACCORDANCE WITH PROVISIONS OF CHAPTER 354 OF THE ACTS OF 1952 <i>William F. O'Connell</i> CHAIRMAN <i>William F. O'Connell</i> VICE CHAIRMAN <i>John P. Keen</i> MEMBER MASSACHUSETTS TURNPIKE AUTHORITY APPROVED: <i>William F. O'Connell</i> SECRETARY	
PLAN FOR THE LOCATION OF AN EXPRESS TOLL HIGHWAY KNOWN AS THE MASSACHUSETTS TURNPIKE IN THE TOWN OF LUDLOW HAMPSHIRE COUNTY AS PREPARED BY THE MASSACHUSETTS TURNPIKE AUTHORITY AUGUST 15, 1957 <i>William F. O'Connell</i> Asst. Chief Engineer			



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 93  
Alteration No. 1  
Town of Ludlow  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, did, under date of August 18, 1955, locate as an express toll highway, a road in the Town of Ludlow, County of Hampden, as shown on a plan of said express toll highway, on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the Town of Ludlow; and

WHEREAS, it now appears advisable to make certain changes in the northerly location line of the toll plaza area of said express toll highway in the Town of Ludlow;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority deems it necessary that the northerly location line of the toll plaza area of the express toll highway in the Town of Ludlow as described in Order of Taking No. 93 and as described and shown on an accompanying plan, recorded in the Registry of Deeds for the County of Hampden



in Book 2413 at Page 227, be altered, as hereinafter described:

The base line "B-C" and the northerly location line of the toll plaza area, herein referred to, are fully described in the aforesaid Order of Taking No. 93.

The northerly location line of the toll plaza area, (hereinafter referred to as the northerly location line), as described in the aforesaid Order of Taking No. 93, hereinbefore referred to, is hereby altered, beginning at a point in said northerly location line, said point also being in the southeasterly street line of North Street, and bearing north  $32^{\circ} -59' -37''$  east, 100.00 feet distant from station  $25 + 63.00$  of base line "B-C," hereinbefore referred to; thence extends south  $53^{\circ} -19' -13''$  east, 188.47 feet to a point bearing north  $33^{\circ} -30' -00''$  east, 89.54 feet distant from station  $27 + 50.29$  of said base line "B-C;" thence extends south  $72^{\circ} -24' -31''$  east, 38.17 feet to a point bearing north  $33^{\circ} -30' -00''$  east, 100.00 feet distant from station  $27 + 87.00$  of said base line "B-C."

The lines defining the altered northerly location line of the aforesaid express toll highway are further defined by bounds set at angle points and at the beginning and end of said alteration.

The provisions in the aforesaid Order of Taking No. 93 relative to access and egress from the express toll highway shall apply to the northerly location line of the express toll highway as hereby altered and shall not apply to the northerly location line of the express toll highway as described in said Order of Taking No. 93 between a point in said northerly location line bearing north  $32^{\circ} -59' -37''$  east, 100.00 feet distant from station  $25 + 63.00$  of the base line "B-C," hereinbefore referred to, and a point in said



northerly location line bearing north  $33^{\circ} -30' -00''$  east, 100.00 feet distant from station  $27 + 87.00$  of said base line "B-C."

The aforesaid express toll highway alteration is shown on a plan signed by John McCloskey, Ass't. Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of an express toll highway known as the 'Massachusetts Turnpike' in the Town of Ludlow, Hampden County as prepared by the Massachusetts Turnpike Authority, scale:  $1'' = 50'$ , date: , August 15, 1957 ":

an attested copy of which is to be recorded with this Alteration to Order of Taking No. 93 in the Registry of Deeds for the County of Hampden in Springfield.

It is therefore

Voted, that the northerly location line of the toll plaza area in the Town of Ludlow, County of Hampden, be altered as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority, be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the Town of Ludlow, certified copies of said plan, signed by a least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.



Dated at Boston this    fifteenth      day of    August    , 1957.

William F. Callahan  
CHAIRMAN

Benjamin V. Grant  
VICE CHAIRMAN

John R. Kewer  
MEMBER

MASSACHUSETTS

TURNPIKE

AUTHORITY



Massachusetts Turnpike Authority

Order of Taking No. 93  
Alteration No. 1  
Town of Ludlow  
County of Hampden

*Filed - Sept. 3, 1957.*

*From the office of*

**MASS. TURNPIKE AUTH.**  
80 BOYLSTON ST  
BOSTON - MASS



1955

Ludlow



STATE HIGHWAY LAYOUT #93-1  
I-90, Mass. Pike, taking near station 610, around Prospect St.

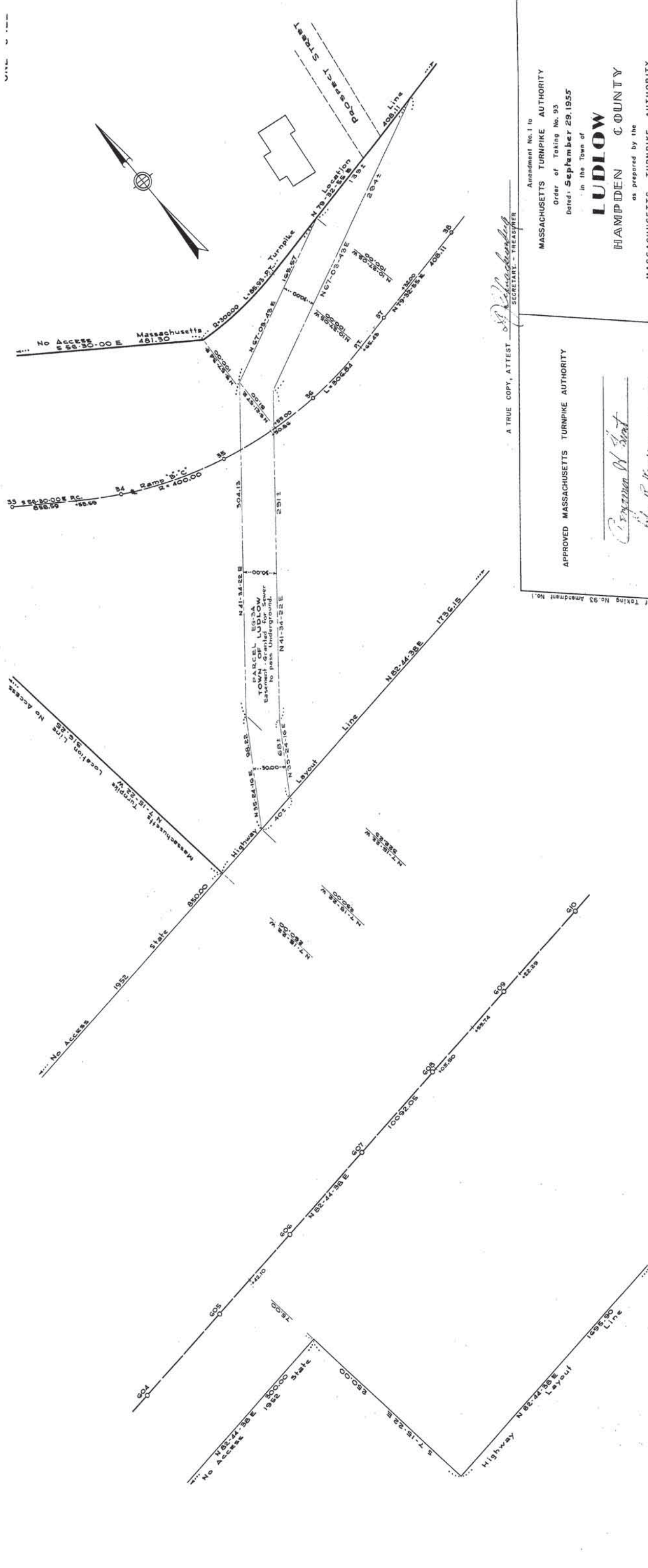
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 53 PAGES 67.

INDEXING

STATE HIGHWAY LAYOUT #93-1

- Image Info SH61005 Ludlow
- Image Info SH61005 I-90
- Image Info SH61005 Mass. Pike
- Image Info SH61005 Prospect Street





A TRUE COPY, ATTEST

*[Signature]*  
SECRETARY - TREASURER

MASSACHUSETTS TURNPIKE AUTHORITY Order of Taking No. 93 Dated: <b>September 29, 1955</b> in the Town of <b>LUDLOW</b> HAMPDEN COUNTY as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date: September 29, 1955. Scale: 40 feet to the inch <i>[Signature]</i> Chief Engineer		AMENDMENT No. 1 to	
APPROVED MASSACHUSETTS TURNPIKE AUTHORITY <i>[Signature]</i> MASSACHUSETTS TURNPIKE AUTHORITY Approved: <i>[Signature]</i> Howard, Needles Tammen & Bergendoff		Order of Taking No. 93 Amendment No. 1	



11:45 A.M.

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 93, Amendment No. 1

Hampton SS.

~~City~~/Town Ludlow

October 31, 1955

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated September 29, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city or~~ town of Ludlow, as shown on said plan.

Attest:

*Edward G. Shea*

Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 93  
Amendment No. 1  
Town of Ludlow  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, under date of August 18, 1955 by Order of Taking No. 93, take certain land in the Town of Ludlow, County of Hampden, as and for an express toll highway known as "Massachusetts Turnpike", or as an alteration and/or relocation in connection therewith, as shown on a plan entitled: "Plan for the location of an express toll highway known as 'Massachusetts Turnpike' in the Town of LUDLOW, HAMPDEN COUNTY, as prepared by the Massachusetts Turnpike Authority Date: August 18, 1955; Scale: 1" = 40'", copies of which Order of Taking and plan have been recorded in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow; and

WHEREAS, said Order of Taking No. 93 was recorded on 9/2/55, in the Registry of Deeds for Hampden County at Springfield in book 2413 at page 227

NOW, THEREFORE, it is hereby ordered that said Order of Taking No. 93 be and the same is hereby amended as follows:

1. In page 17, by striking out paragraphs 3, 4, and 5, and inserting in place thereof, the following:

Beginning at a point bearing north 7°-15'-22" east, 250.00 feet distant from station 608 / 55.74 of the main base line of the express toll highway hereinbefore referred to, the easement boundary line thence extends north 35°-24'-16" east, 98.22 feet to a point bearing north 7°-15'-22" west, 322.23 feet distant from station 609 / 22.29 of said main base line; thence extends north 41°-34'-22" east, 304.13 feet to a point bearing north 5°-21'-57" east, 51.00 feet distant from station 35 / 55.00 of base line "B-C" of the express toll highway hereinbefore referred to; thence extends north 67°-03'-43" east, 165.57 feet to a point on the northerly location line of the express toll highway hereinbefore referred to, said point bearing north 10°-27'-05" west, 100.00 feet distant from station 37 / 32.00 of said base line "B-C"; thence extends along said northerly location line north 79°-32'-55" east, 139.00 feet to a point; thence extends south 67°-03'-43" west, 294.00 feet to a point; thence extends south



44°-34'-22" west, 291.00 feet to a point; thence extends south 35°-32'-16" west, 68.00 feet to a point; thence extends south 82°-44'-38" west, 40.00 feet to the point of beginning.

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No. 93, together with a copy of a plan, signed by P. H. Kitfield, Chief Engineer, approved by the Massachusetts Turnpike Authority, and on file in its office, entitled: "Amendment to Massachusetts Turnpike Authority Order of Taking No. 93 Dated: August 18, 1955 in the Town of LUDLOW, HAMPDEN COUNTY, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date: September 29, 1955 Scale: 1" = 40' " in the Registry of Deeds for Hampden County at Springfield and to file certified copies of said amendment and said plan in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow.

Dated at Boston this twenty-ninth day of September, 1955.

Chairman

*Benjamin W. G. Hunt*

Vice Chairman

*John R. Kewer*

Member

MASSACHUSETTS

TURNPIKE

AUTHORITY



1955

Ludlow



STATE HIGHWAY LAYOUT #93-2  
I-90, Mass. Pike, amendment 2.

INDEXING

STATE HIGHWAY LAYOUT #93-2

**Image Info** SH61006 Ludlow

**Image Info** SH61006 I-90

**Image Info** SH61006 Mass. Pike



11:47 A.M.

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. ~~93~~, Amendment No. 2

Hampton SS.

~~City~~/Town Ludlow

October 31, 19 55

No plan filed  
with this  
certificate.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated September 22, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city of~~ town of Ludlow, as shown on said plan.

Attest:



Clerk of Courts



Time 11:00

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 93

Hampton SS.

City/Town Ludlow

September 2, 19 55

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated August 18, 19 55, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city/town~~ town of Ludlow, as shown on said plan.

Attest:

*Edward J. Farrell*

*Ass'n*

Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 93  
Amendment No. 2  
Town of Ludlow  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, under date of September 2, 1955, by Order of Taking No. 93, take certain land in the Town of Ludlow, County of Hampden, as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation therewith, as shown on a plan signed by P. H. Kitfield, Chief Engineer, and on file in the office of the Massachusetts Turnpike Authority, said plan being entitled: "Plan for the location of an express toll highway known as 'Massachusetts Turnpike' in the Town of LUDLOW, HAMPDEN COUNTY as prepared by the Massachusetts Turnpike Authority Date August 18, 1955: Scale 1"=40'" copies of which Order of Taking and plan having been filed in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow; and

WHEREAS, it now appears that in said Order of Taking No. 93 and accompanying plan which were recorded on September 2, 1955 in the Registry of Deeds for the Hampden County at Springfield in book 2413 at page 227, an amendment is to be made;

NOW, THEREFORE, it is hereby ordered that page 3 of the aforesaid Order of Taking No. 93 be and the same is hereby amended by inserting the following paragraph after the 3rd.



full paragraph on said page 3;

2. The rights of easement held by the Western Massachusetts Electric Company, previous to the date of this instrument in land included in parcels 16, 17, 21, 22, 25, 26, 27, 28, and 29.

Further it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No. 93 in the Registry of Deeds for Hampden County at Springfield and to file certified copies of this amendment in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow.

Dated at Boston this 22nd day of September, 1955.

William F. Callahan  
Chairman

Benjamin W. Gent  
Vice-Chairman

MASSACHUSETTS

TURNPIKE

John R. Kewer  
Member

AUTHORITY



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 93  
Amendment No. 2

Town of Ludlow  
County of Hampden

*From the office of*

MASS. TURNPIKE AUTH.  
80 BOYLSTON ST  
BOSTON - MASS.



1955

Ludlow



STATE HIGHWAY LAYOUT #93-3  
I-90, Mass. Pike, easement for Socony Mobile Oil Co.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 54 PAGES 3.

INDEXING

STATE HIGHWAY LAYOUT #93-3

- Image Info SH61007 Ludlow
- Image Info SH61007 I-90
- Image Info SH61007 Mass. Pike
- Image Info SH61007 Socony Mobile Oil Company





COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 93, Amendment No. 3

Hampden SS.

~~City~~/Town Ludlow

November 25, 1955 10:55 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated November 3, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city of~~ town of Ludlow, as shown on said plan.

Attest:



Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 93  
Amendment No. 3  
Town of Ludlow  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, under date of August 18, 1955 by Order of Taking No. 93, take certain land in the Town of Ludlow, County of Hampden, as and for an express toll highway known as "Massachusetts Turnpike," or as an alteration and/or relocation in connection therewith, as shown on a plan entitled: " Plan for the location of an express toll highway known as 'Massachusetts Turnpike' in the Town of LUDLOW, HAMPDEN COUNTY, as prepared by the Massachusetts Turnpike Authority, Date August 18, 1955; Scale 1" = 40';" copies of which Order of Taking and plan have been recorded in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow; and

WHEREAS, said Order of Taking No. 93 was recorded on September 2, 1955 in the Registry of Deeds for Hampden County at Springfield in book 2413 at page 227;

NOW, THEREFORE, it is hereby ordered that said Order of Taking No. 93 be and the same is hereby amended as follows:

1. In page 17 by striking out line 26 and 27 and inserting in place thereof, the following:

"An easement is hereby granted to the Socony Mobil Oil Company, Inc., its successors and assigns, in a parcel of land included within the limits":-

2. In page 18 by striking out the second complete paragraph and inserting in place thereof, the following:



"Said easement line begins at a point on the location line of the northerly section of the toll plaza area hereinbefore described, said point being on the northerly 1952 State Highway Layout line hereinbefore referred to, said point bearing north  $7^{\circ}-15^{\circ}-22''$  west, 250.00 feet distant from station 613 + 25.92 of the main base line of the 1952 State Highway Layout hereinbefore referred to; from said point of beginning, the easement line thence extends along said northerly 1952 State Highway Layout line south  $82^{\circ}-44^{\circ}-38''$  west, 53 $\pm$  feet to a point; thence extends north  $10^{\circ}-52^{\circ}-50''$  east, 336 $\pm$  feet to a point on the location line for the northerly section of the toll plaza area taking, hereinbefore described; thence extends in a generally southeasterly direction along said location line for the northerly section of the toll plaza area to a point on the said northerly 1952 State Highway Layout line, said point bearing north  $7^{\circ}-15^{\circ}-22''$  west, 250.00 feet distant from station 625 + 41.65 of the main base line of the 1952 State Highway Layout, hereinbefore referred to; thence extends along said northerly 1952 State Highway Layout line, south  $82^{\circ}-44^{\circ}-38''$  west, 102 $\pm$  feet to a point; thence extends in a generally northwesterly direction 50.00 feet distant from and parallel to the said location line for the northerly section of the toll plaza area to a point bearing north  $10^{\circ}-27^{\circ}-05''$  west, 50.00 feet distant from station 40 + 73.44 of base line "D", hereinbefore described, or 62.00 feet distant from station 40 + 73.44 of base line "B-C" hereinbefore described; thence extends south  $79^{\circ}-32^{\circ}-55''$  west, 234.79 feet to a point bearing north  $10^{\circ}-27^{\circ}-05''$  west, 62.00 feet distant from station 38 + 38.75 of said base line "B-C", said point also bearing north  $10^{\circ}-52^{\circ}-50''$  east, 66.56 feet distant from station 38 + 14.54 of said base line "B-C"; thence extends south  $10^{\circ}-52^{\circ}-50''$  west, 300.11 feet to the point of beginning.

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No. 93, together with a copy of a plan, signed by P. H. Kitfield, Chief Engineer, approved by the Massachusetts Turnpike Authority and on file in its office, entitled "Amendment No. 3 to Massachusetts Turnpike Authority Order of Taking No. 93 Dated: August 18, 1955, in the Town of LUDLOW, HAMPDEN COUNTY as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date: November 3, 1955 Scale: 40 feet to the inch," in the Registry of Deeds for Hampden County at Springfield, and to file certified copies of said amendment and said plan in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow.



Dated at Boston this third day of November, 1955.

William F. Callahan  
Chairman  
Benjamin W. Gant  
Vice Chairman  
John R. Keene  
Member

MASSACHUSETTS

TURNPIKE

AUTHORITY

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 93  
Amendment No. 3

Town of Ludlow  
County of Hampden

*From the office of*

**MASS. TURNPIKE AUTH.**  
80 BOYLSTON ST  
BOSTON - MASS.



1956

Ludlow



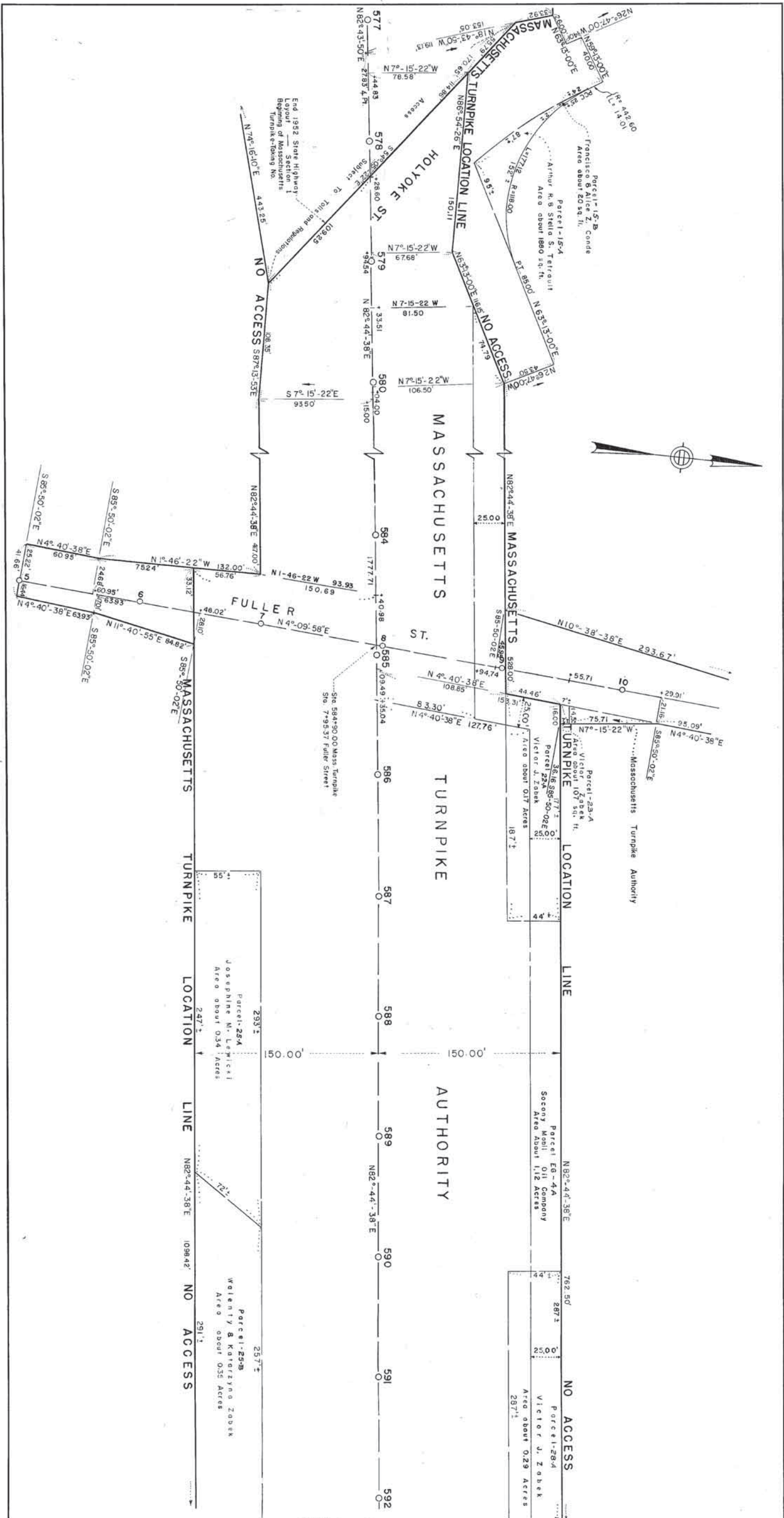
STATE HIGHWAY LAYOUT #93-4  
I-90, Mass. Pike, Holyoke St., North St. & ramps.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 55 PAGES 97-103.

INDEXING

STATE HIGHWAY LAYOUT #93-4

- Image Info SH61008 Ludlow
- Image Info SH61008 Holyoke Street
- Image Info SH61008 I-90
- Image Info SH61008 Mass. Pike
- Image Info SH61008 North Street

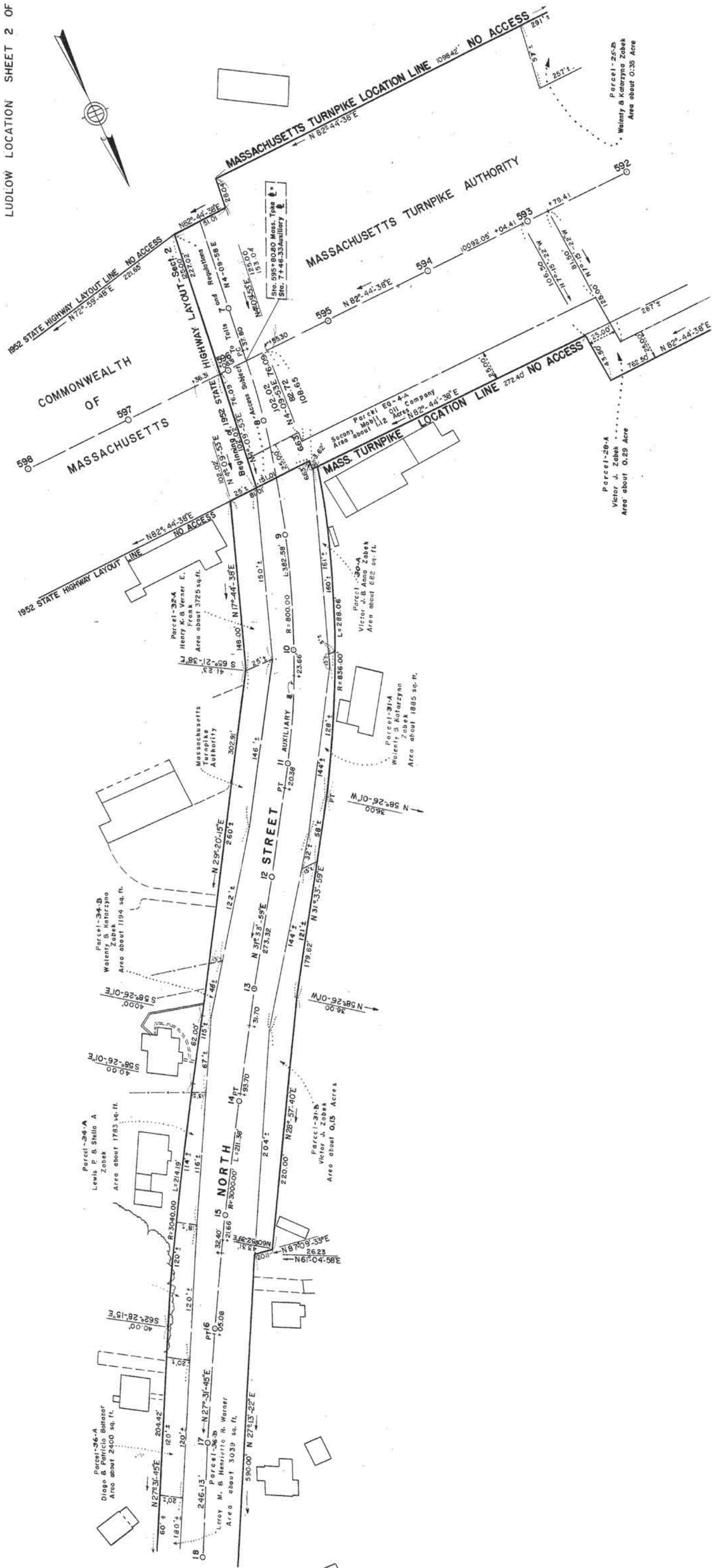


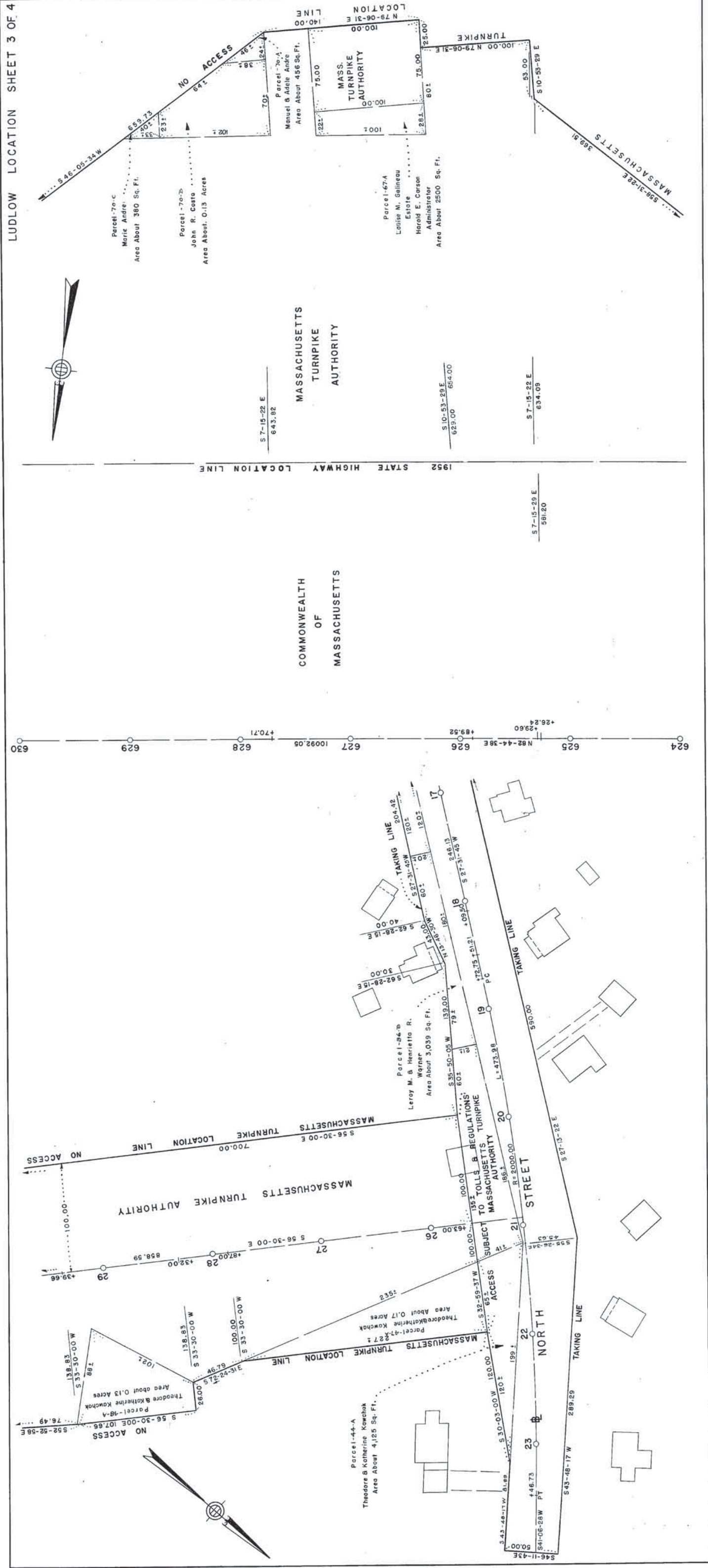
A TRUE COPY, ATTEST *[Signature]* SECRETARY - TREASURER

Amendment No. 4  
MASSACHUSETTS TURNPIKE AUTHORITY  
Order of Taking No. 93  
Dated: August 18, 1955  
in the Town of  
**LUDLOW**  
HAMPDEN COUNTY  
as prepared by the  
MASSACHUSETTS TURNPIKE AUTHORITY  
Date: March 29, 1956  
Scale: 40 feet to the inch  
*[Signature]*  
Chief Engineer

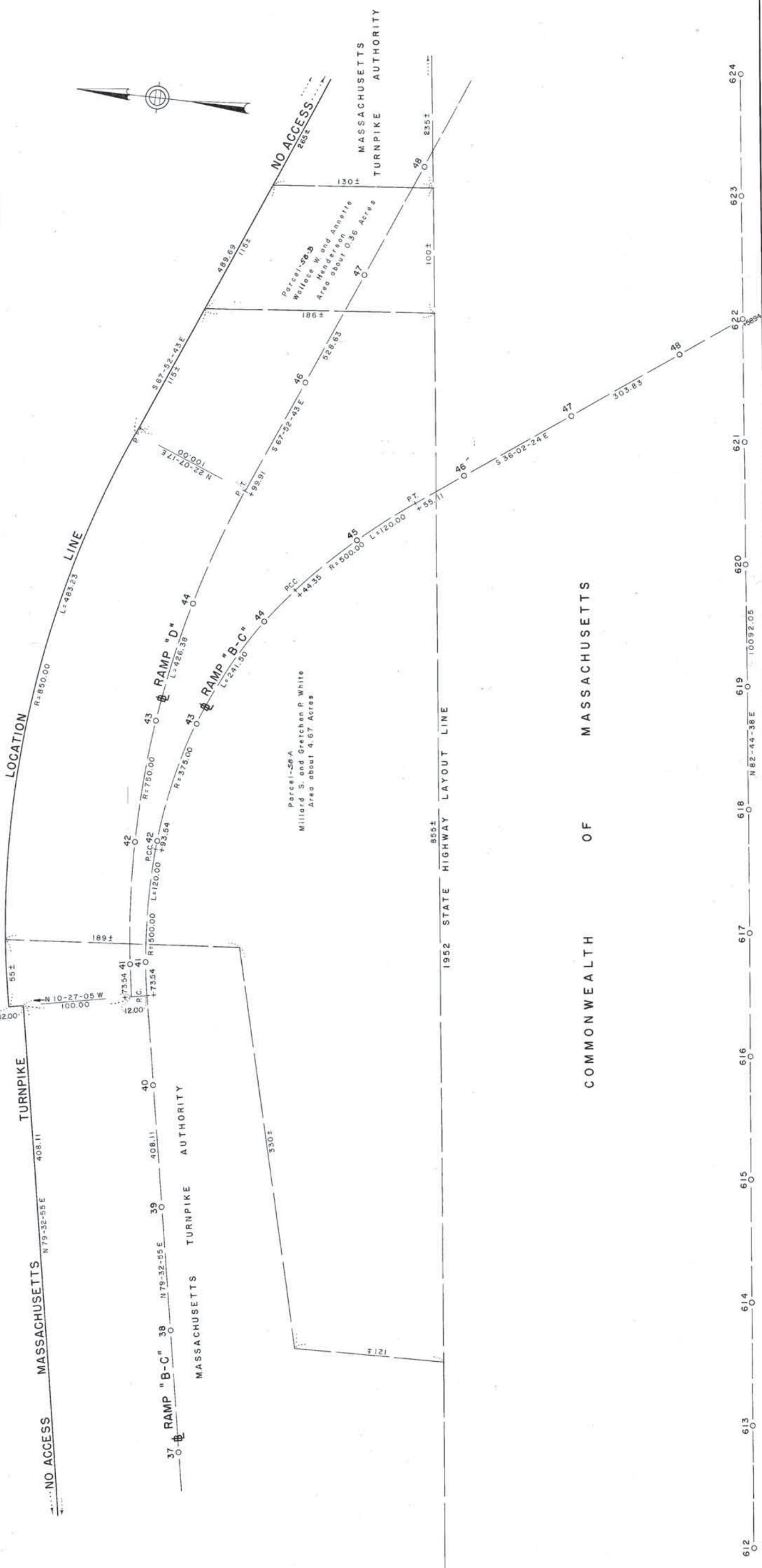
APPROVED MASSACHUSETTS TURNPIKE AUTHORITY  
*[Signature]*  
John R. Kewen  
MASSACHUSETTS TURNPIKE AUTHORITY  
Approved: *[Signature]*  
Howard, Needles Tammen & Bergendoff











COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 93, Amended. 4

Worcester SS.

~~City~~/Town Ludlow

Apr. 16, 1956 11:05 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated March 29, 1956, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ or town of Ludlow, as shown on said plan.

Attest:



Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 93  
Amendment No. 4  
Town of Ludlow  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, under date of August 18, 1955 by Order of Taking No. 93, take certain land in the Town of Ludlow, County of Hampden, as and for an express toll highway known as "Massachusetts Turnpike," or as an alteration and/or relocation in connection therewith, as shown on a plan entitled: "Plan for the location of an express toll highway known as 'Massachusetts Turnpike' in the Town of LUDLOW, HAMPDEN COUNTY, as prepared by the Massachusetts Turnpike Authority, date August 18, 1955; Scale 1" = 40'." copies of which Order of Taking and plan have been recorded in the Office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow; and

WHEREAS, said Order of Taking No. 93 was recorded on September 2, 1955 in the Registry of Deeds for Hampden County at Springfield in book 2413 at page 227;

NOW, THEREFORE, it is hereby ordered that said Order of Taking No. 93 be and the same is hereby amended as follows:

1. In page 18 after line 26 insert the following:

"An easement is hereby granted to the Socony Vacuum Oil Company, Inc., its heirs and assigns, in a parcel of land included within the limits of the northerly section of the toll



plaza area taking, hereinbefore described, and designated on the plan of said taking as EG-4A. Said easement consists of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain, repair, replace, remove, from time to time and use one or more underground pipe lines, for transportation of petroleum, gas and petroleum products, under the aforesaid northerly section of the toll plaza area taking.

The aforesaid easement granted is more fully described as follows:

Said easement line begins at a point on the northerly location line of the express toll highway as described in Order of Taking No. 93 hereinbefore referred to; said point bearing north 7°-15'-22" west, 81.50 feet distant from station 579+33.51 of the main baseline of the express toll highway as described in said Order of Taking No. 93; thence extends in a generally easterly direction 25.00 feet distant from and parallel to the said northerly location line of the express toll highway to a point on the easterly street line of North Street bearing north 4°-09'-53" east, 76.09 feet distant from station 596+06.31 of the said main baseline of the express toll highway; thence extends north 4°-09'-53" east, along said easterly street line of North Street 25.93 feet to a point on the said northerly location line of the express toll highway bearing north 4°-09'-53" east, 102.02 feet distant from station 596+06.31 of the said main baseline' of the express toll highway; thence extends in a generally westerly direction along said northerly location line of the express toll highway to the point of beginning.

2. In page 19 by striking out line 15 and inserting in place thereof:

15A	Arthur R. & Stella S. Tetrault	1880sf	1.00
15B	Francisco & Alice Z. Conde	20sf	1.00

3. In page 19 by striking out line 22 and inserting in place thereof:

22A	Victor J. Zabek	0.17 Ac.	1.00
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4. In page 19 by striking out line 23 and inserting in place thereof:

23A Victor J. Zabek 107 SF 1.00

5. In page 19 by striking out line 25 and inserting in place thereof:

25A Josephine M. Lewicki 0.34 Ac. 1.00

25B Walenty & Katarzyna Zabek 0.35 Ac. 1.00

So that page 19 will read as follows:

Parcel 68 of land included in these takings is registered land, said land being recorded in the Registered Land Office of the Registry of Deeds for Hampden County, at Springfield as follows:

Parcel No.	Supposed Owner	Bk.	Page	Cert.	Lot #
68	Albert S. and Annie C. Newman	33	77	6717	2

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
2	Elmer W. & George A. Wood	0.18 Ac.	\$1.00
3	S. Ciemba	0.10 Ac.	1.00
4	Mary Martin & Pauline & Anna May	0.19 Ac.	1.00
11	Galligan Heirs	0.46 Ac.	1.00
12	Emma Boucher	1.72 Ac.	1.00
13	Ida Connors	48SF	1.00
15A	Arthur R. & Stella S. Tetrault	1880 SF	1.00
15B	Francisco & Alice Z. Conde	20 SF	1.00
16	John & Katarzyna Woz	2.10 Ac.	1.00
17	Leon A. & Imelda R. Laramee	0.22 Ac.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
18	Stanislaw & Mary Cislak	15SF	\$1.00
19	Walenty & Katarzyna Zabek	240 SF	1.00
20	Joseph & Anna Chislak	171 SF	1.00
21	Joseph & Anna Chislak	5.04 Ac.	1.00
22A	Victor J. Zabek	0.17 Ac.	1.00
23A	Victor J. Zabek	107 SF	1.00
24	Walter V. & Clarisse M. Bergeron	500 SF	1.00
25A	Josephine M. Lewicki	0.34 Ac.	1.00
25B	Walenty & Katarzyna Zabek	0.35 Ac.	1.00
26	Rudolph Drzal	0.15 Ac.	1.00
27	Eldiage & Catherine Narreau	0.15 Ac.	1.00

6. In page 20 by striking out line 2 and inserting the following in place thereof:

28A	Victor J. Zabek	0.29 Ac.	1.00
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7. In page 20 by striking out line 4 and inserting the following in place thereof:

30A	Victor J. & Anna Zabek	682 SF	1.00
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8. In page 20 by striking out line 5 and inserting the following in place thereof:

31A	Walenty & Katarzyna Zabek	1885 SF	1.00
31B	Victor J. Zabek	0.13 Ac.	1.00

9. In page 20 by striking out line 6 and inserting the following in place thereof:

32A	Henry K. & Verner E. Franck	3725 SF	1.00
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10. In page 20 by striking out line 8 and inserting the following in place thereof:

34A	Lewis P. & Stella A. Zabek	1783 SF	\$1.00
34B	Walenty & Katarzyna Zabek	1194 SF	1.00

11. In page 20 by striking out line 10 and inserting the following in place thereof:

36A	Diago & Patricia Baltazer	2400 SF	1.00
36B	Leroy M. & Henrietta R. Warner	3039 SF	1.00

12. In page 20 by striking out line 17 and inserting the following in place thereof:

44A	Theodore & Katherine Kawchak	4125 SF	1.00
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13. In page 20 by striking out line 18

14. In page 20 by striking out line 20 and inserting the following in place thereof:

47A	Theodore & Katherine Kawchak	0.17 Ac.	1.00
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15. In page 20 by striking out line 21 and inserting the following in place thereof:

48A	Theodore & Katherine Kawchak	0.13 Ac.	1.00
-----	------------------------------	----------	------

So that page 20 will read as follows:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
28A	Victor J. Zabek	0.29 Ac.	\$1.00
29	Earl K. Miller	0.38 Ac.	1.00
30A	Victor J. & Anna Zabek	682 SF	1.00
31A	Walenty & Katarzyna Zabek	1885 Sf	1.00
31B	Victor J. Zabek	0.13 Ac.	1.00
32A	Henry K. & Verner E. Franck	3725 SF	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
33	Stanley L. & Mary L. Nowak	4768 SF	\$1.00
34A	Lewis P. & Stella A. Zabek	1783 SF	1.00
34B	Walenty & Katarzyna Zabek	1194 SF	1.00
35	Walenty & Katarzyna Zabek	2280 SF	1.00
36A	Diago & Patricia Baltazar	2400 SF	1.00
36B	Leroy M. & Henrietta R. Warner	3039 SF	1.00
38	Leroy M. & Henrietta R. Warner	1839 SF	1.00
39	Helen Peterson	2190 SF	1.00
40	George T. & Clara M. Marin	3330 SF	1.00
41	Helen Peterson	0.10 Ac.	1.00
42	George T. & Clara M. Marin	0.30 Ac.	1.00
43	Leroy M. & Henrietta R. Warner	810 SF	1.00
44A	Theodore & Katherine Kawchak	4125 SF	1.00
46	Leroy M. & Henrietta R. Warner	1.33 Ac.	1.00
47A	Theodore & Katherine Kawchak	0.17 Ac.	1.00
48A	Theodore & Katherine Kawchak	0.13 Ac.	1.00
49	Walter F. & Helen F. Nowak	0.21 Ac.	1.00
50	George H. Domaingue Jr. & Sr.	0.91 Ac.	1.00
51	Millard S. & Gretchen P. White	1.33 Ac.	1.00
52	Leroy M. & Henrietta R. Warner	0.13 Ac.	1.00
53	Millard S. & Gretchen P. White	1.19 Ac.	1.00
54	Millard S. & Gretchen P. White	0.75 Ac.	1.00
55	Michael & Gloria Pukish	0.50 Ac.	1.00

16. In page 21 by striking out line 4 and inserting the following in place thereof:



58A	Millard S. & Gretchen P. White	4.67 Ac.	\$1.00
58B	Wallace W. & Annette Henderson	0.36 Ac.	1.00

17. In page 21 by striking out line 15 and inserting the following in place thereof:

70A	Manuel & Adele A. Andre	456 SF	1.00
70B	John R. Costa	0.13 Ac.	1.00
70C	Marie Andre	380 SF	1.00

18. In page 21 by striking out line 20 and inserting the following in place thereof:

67A	Louise M. Gelineau Estate Harold E. Carson, Administrator	2500 SF	1.00
-----	--	---------	------

So that page 21 will read as follows:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
56	Gilbert O. & Anita M. Maurice	0.21 Ac.	\$1.00
57	Leonard L. & Annamae B. Martin	15 SF	1.00
58A	Millard S. & Gretchen P. White	4.67 Ac.	1.00
58B	Wallace W. & 'Annette Henderson	0.36 Ac.	1.00
59	Edward J. & Anna T. Czerniak	0.91 Ac.	1.00
60	Richard F. & Pearl T. Airoidl	0.47 Ac.	1.00
61	Leo T. & Mae A. Markert	1.03 Ac.	1.00
62	Leonard L. & Annamae B. Martin	0.25 Ac.	1.00
63	Millard S. & Gretchen P. White	0.25 Ac.	1.00
64	John & Maria Andre	1.03 Ac.	1.00
65	Rudolph F. & Bertha B. Kazan	0.35 Ac.	1.00
66	Antonio N. & Elena P. Mendes	0.19 Ac.	1.00
67A	Osia Menard, Hermes Gelineau, Annette Gelineau, Ernest Gelineau, Alice Menard Bengle	2500 SF	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
68	Albert S. & Annie C. Newman	0.17 Ac.	\$1.00
69	John & Maria Andre	1.24 Ac.	1.00
70A	Manuel & Adele A. Andre	456 Sf	1.00
70B	John R. Costa	0.13 Ac.	1.00
70C	Marie Andre	380 SF	1.00
71	Mary Andre	4200 SF	1.00
72	John B. Andre	0.48 Ac.	1.00
73	John B. & Maria Andre	3570 SF	1.00
74	Mary Andre	0.16 Ac.	1.00
E-1	Owner Unknown (Riverview St.)	0.13 Ac.	1.00
E-7	Owner Unknown (Holyoke Street)	0.11 Ac.	1.00
E-8	Owner Unknown (Fuller Street)	0.11 Ac.	1.00
E-9	Owner Unknown (Holyoke Street)	0.19 Ac.	1.00
E-11	Owner Unknown (Holyoke Street)	0.61 Ac.	1.00
E-12	Owner Unknown (Cross Street)	0.15 Ac.	1.00
E-13	Owner Unknown (Cross Street)	435 SF	1.00
E-14	Owner Unknown (Fuller Street)	0.14 Ac.	1.00
E-15	Owner Unknown (Fuller Street)	0.38 Ac.	1.00

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this amendment to Order of Taking No. 93, together with a copy of a plan, signed by P. H. Kitfield, Chief Engineer, approved by the Massachusetts Turnpike Authority and on file in its office, entitled "Amendment No. 4 to Massachusetts Turnpike Authority Order of Taking No. 93 Dated: August 18, 1955, in the Town of



LUDLOW, HAMPDEN COUNTY as prepared by the MASSACHUSETTS TURNPIKE

AUTHORITY Date: March 29, 1956

Scale: 40 feet to the

inch," in the Registry of Deeds for Hampden County at Springfield,

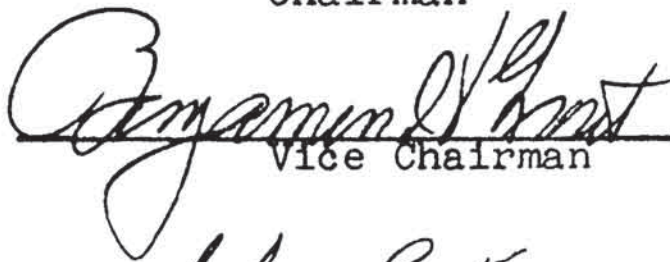
and to file certified copies of said amendment and said plan in

the office of the County Commissioners of Hampden County and in

the office of the Clerk of the Town of Ludlow.

Dated at Boston this twenty-ninth day of March, 1956.

Chairman



Vice Chairman



Member

MASSACHUSETTS

TURNPIKE

AUTHORITY

Massachusetts Turnpike Authority

Order of Takign No. 93  
Amendment No. 4  
Town of Ludlow  
County of Hampden

*Filed - April 16, 1956*

*From the office of*

**MASS. TURNPIKE AUTH.**  
80 BOYLSTON ST  
BOSTON - MASS.



1957

Ludlow



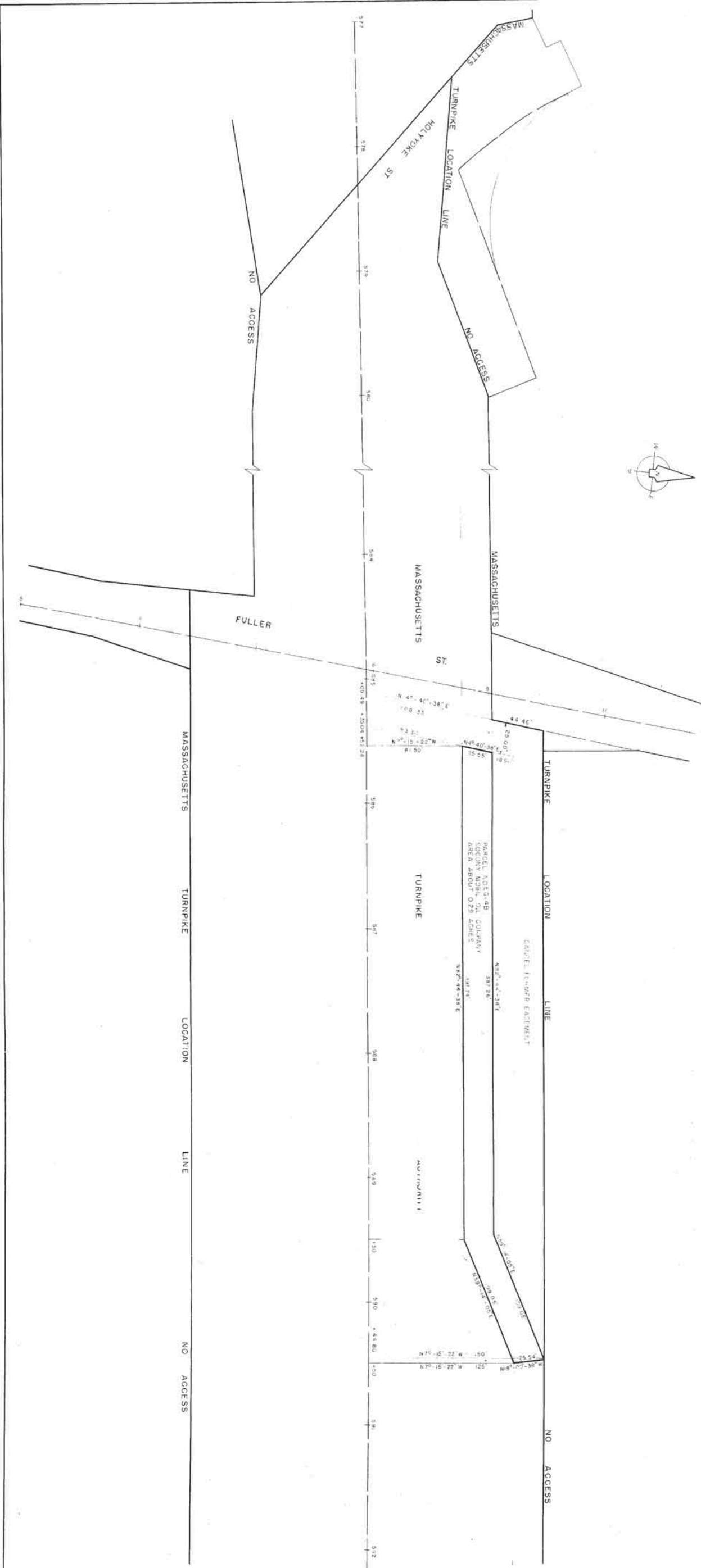
STATE HIGHWAY LAYOUT #93-5  
I-90, Mass. Pike, easement for Socony Mobile Oil Co. around station 585.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 59 PAGE 105.

INDEXING

STATE HIGHWAY LAYOUT #93-5

- Image Info SH61009 Ludlow
- Image Info SH61009 I-90
- Image Info SH61009 Mass. Pike
- Image Info SH61009 Socony Mobile Oil Company



<p>Amendment No 5 MASSACHUSETTS TURNPIKE AUTHORITY Order of Taking No.93 Dated <u>August 18, 1955</u> in the Town of <b>LUDLOW</b> HAMPDEN COUNTY as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY Date: January 10, 1957 Scale: 1" = 40' <u>P.H. Kiefer</u> Chief Engineer</p>	<p>APPROVED MASSACHUSETTS TURNPIKE AUTHORITY</p> <p>CHAIRMAN <u>William F. Callahan</u></p> <p>VICE-CHAIRMAN <u>Benjamin W. Pratt</u></p> <p>MEMBER <u>John R. Kiefer</u> MASSACHUSETTS TURNPIKE AUTHORITY</p> <p>Approved: <u>Howard, Needles, Tammen &amp; Bergendoff</u> Howard, Needles, Tammen &amp; Bergendoff</p> <p>A true copy Attest: <u>P.H. Kiefer</u> Secretary</p>
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COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 93, Amendment No. 5

HAMPDEN SS.


~~City~~/Town LUDLOW

January 25, 1957 10:10 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated January 10, 19 57, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city or~~ town of Ludlow, as shown on said plan.

Attest:

  
Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 93  
Amendment No. 5  
Town of Ludlow  
Hampden County

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, by Order of Taking No. 93, dated August 18, 1955, and recorded in the Registry of Deeds for the County of Hampden at Springfield, in book 2413 at page 227, take certain parcels of land in the Town of Ludlow, County of Hampden, as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith, as shown on a plan entitled: "Plan for the Location of an Express Toll Highway known as 'Massachusetts Turnpike' in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, date: August 18, 1955, scale: 1" = 40'," copies of which order of taking and plan have been recorded in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow;

NOW, THEREFORE, it is hereby ordered that Order of Taking No. 93 be, and the same is hereby amended, as follows:

The easement granted to the Socony Vacuum Oil Company, Inc., its heirs and assigns, and designated on the plan of taking as EG-4A, and more fully described in Amendment No. 4 to Order of Taking No. 93, said Amendment having been recorded in the Hampden County Registry of Deeds in Springfield on April 16, 1956 in book 2461 at page 207, is hereby rescinded in part, said part being more fully described as follows:

Beginning at a point on the northerly location line, as described in the aforesaid Order of Taking No. 93, said point bearing north 4°-40'-38" east, 108.35 feet distant from station 585 + 09.49 of the main base line, said base line having been described fully in Order of Taking No. 93, hereinbefore referred to; thence extends north 4°-40'-38" east, 44.46 feet along the northerly location line of the Massachusetts Turnpike to a point on said northerly location line,



said point bearing north 4°-40'-38" east, 158.31 feet distant from station 585 + 09.49 of the aforesaid main base line; thence extends in an easterly direction along said northerly location line to a point, said point bearing north 7°-15'-22" west, 150.00 feet distant from station 590 + 44.80 of said main base line; thence extends south 9°-00'-38" east, 25.54 feet to a point; said point bearing north 7°-15'-22" west, 125.00 feet from station 590 + 50.00 of said main base line; thence extends in a westerly direction and 25.00 feet distant and parallel to said northerly location line to a point, said point bearing north 4°-40'-38" east, 127.76 feet distant from station 585 + 35.04 of said main base line; thence extends south 4°-40'-38" west, 18.91 feet to a point, said point bearing north 4°-40'-38" east, 108.85 feet from station 585 + 35.04 of said main base line; thence extends south 82°-44'-38" west, 25.55 feet to the point of beginning.

NOW, THEREFORE, it is hereby further ordered that said Order of Taking No. 93 be, and the same is hereby amended, as follows:

On Page 18, after line 26 and the description of Parcel EG-4A, insert the following:

"An easement is hereby granted to the Socony Vacuum Oil Company, Inc., its heirs and assigns, in a parcel of land included within the limits of the northerly section of the toll plaza area taking, hereinbefore described, and designated on the plan of said taking as EG-4B. Said easement consists of the rights, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain, repair, replace, remove from time to time and use one or more underground pipe lines for transportation of petroleum, gas and petroleum products under the aforesaid northerly section of the toll road area taking.

The aforesaid easement granted is more fully described as follows:

Said easement line begins at a point bearing north 7°-15'-22" west, 81.50 feet distant from station 585 + 52.26 of the main base line, hereinbefore referred to; thence extends north 4°-40'-38" east, 25.55 feet to a point, said point bearing north 4°-40'-38" east, 108.85 feet distant from station 585 + 35.04 of said main base line; thence extends north 82°-44'-38" east, 387.26 feet to a point; thence extends north 59°-14'-05" east, 109.05 feet to a point on the northerly location line of the Massachusetts Turnpike, hereinbefore referred to, said point bearing north 7°-15'-22" west and 150.00 feet distant from station 590 + 44.80 of said main base line; thence extends south 19°-00'-38" east, 25.54 feet to a point, said point bearing north 7°-15'-22" west and 125.00 feet distant from station 590 + 50.00 of said main base line; thence extends south



59°-14'-05" west, 109.05 feet to a point, said point bearing north 7°-15'-22" west, 81.50 feet distant from station 589 + 50.00 of said main base line; thence extends south 82°-44'-38" west, 397.74 feet to the point of beginning.

FURTHER, it is voted that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this Amendment to Order of Taking No. 93, together with a copy of a plan signed by P. H. Kitfield, Chief Engineer, approved by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Amendment No. 5 to Massachusetts Turnpike Authority Order of Taking No. 93, Dated: August 18, 1955 in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, Date: January 10, 1957", Scale: 1" = 40'," in the Registry of Deeds for Hampden County at Springfield, and to file attested copies of said plan in the office of the County Commissioners for Hampden County and in the office of the Clerk of the Town of Ludlow.

Dated at Boston this       tenth                   day of   January,       1957.

William T. Callahan  
Chairman  
Benjamin N. Galt  
Vice Chairman  
John R. Kewer  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY



1958

Ludlow



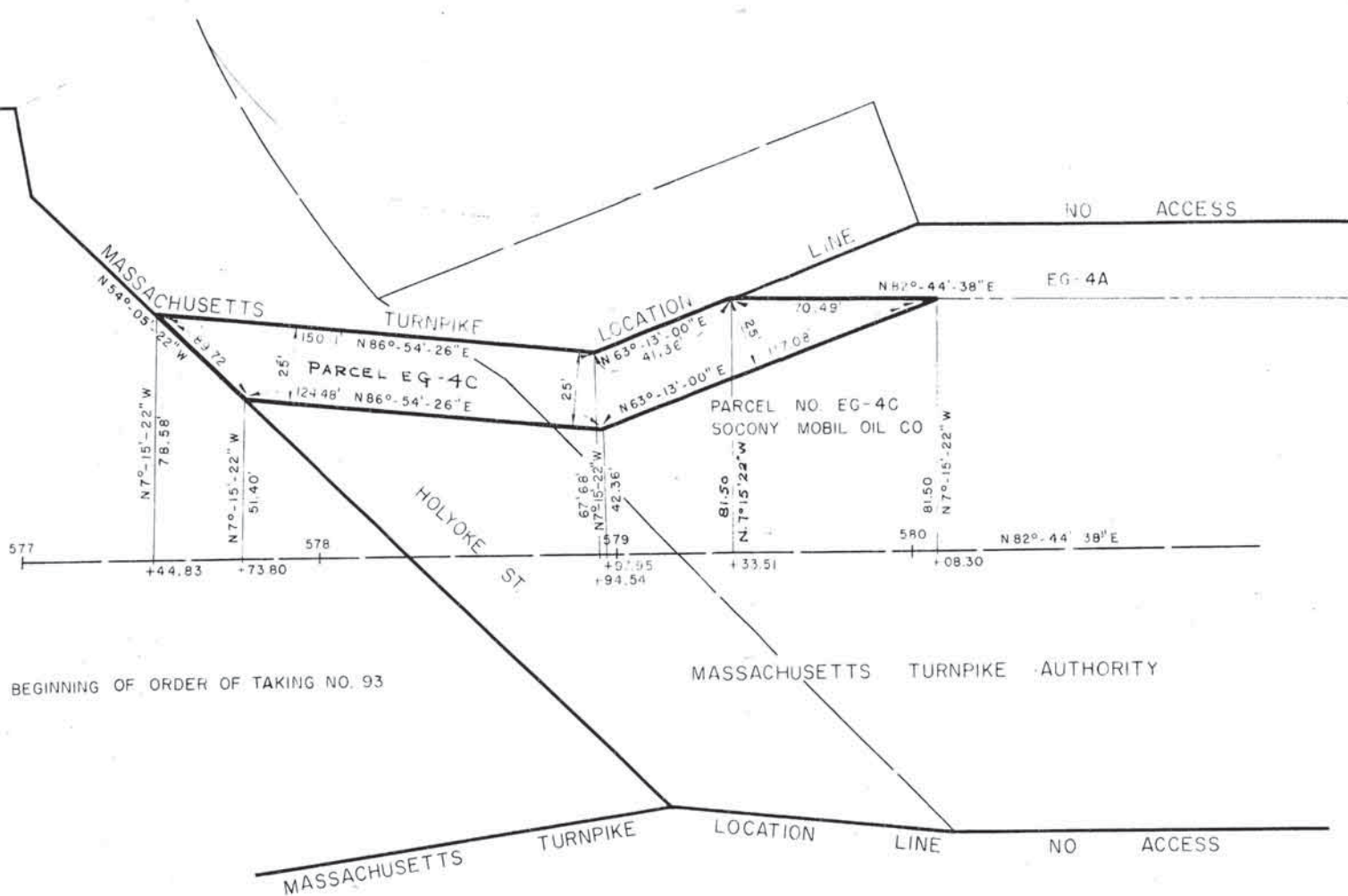
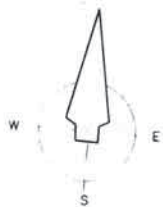
STATE HIGHWAY LAYOUT #93-6  
I-90, Mass. Pike, easement for Socony Mobile Oil Co. near Holyoke St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 67 PAGE 38.

INDEXING

STATE HIGHWAY LAYOUT #93-6

- Image Info SH61010 Ludlow
- Image Info SH61010 Holyoke Street
- Image Info SH61010 I-90
- Image Info SH61010 Mass. Pike



BEGINNING OF ORDER OF TAKING NO. 93

A True Copy Attest  
SECRETARY TREASURER

Amendment No. 6  
MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 93

Dated August 18, 1955

in the Town of

LUDLOW

HAMPDEN COUNTY  
as prepared by the

MASSACHUSETTS TURNPIKE AUTHORITY

Date: July 24, 1958

Scale: 1" = 40'

APPROVED MASSACHUSETTS TURNPIKE AUTHORITY

CHAIRMAN William F. Carahan

VICE-CHAIRMAN Benjamin B. Smith

MEMBER Robert A. Kewer

MASSACHUSETTS TURNPIKE AUTHORITY

Approved



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 93, Amend. 6

Hampden SS.

~~City~~/Town Ludlow

August 25, 19 58 11:10 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated July 24, 19 58, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ town of Ludlow, as shown on said plan.

Attest:

*Edward G. Shea*

Clerk of Courts

· MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 93  
Amendment No. 6  
Town of Ludlow  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting in accordance with Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, did, by Order of Taking No. 93, Dated August 18, 1955, and recorded in the Registry of Deeds for the County of Hampden, in Book 2413 at Page 227, with an accompanying plan, take certain parcels of land in the Town of Ludlow, County of Hampden, some in fee simple absolute and some in easement, as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith, as shown on a plan entitled: "Plan for the location of an express toll highway known as 'Massachusetts Turnpike' in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, date August 18, 1955, Scale 1" = 40'," copies of which Order of Taking and plan have been filed in the Office of the County Commissioners of the County of Hampden and in the office of the Clerk of the Town of Ludlow; and

WHEREAS, it now appears that in said Order of Taking No. 93 and accompanying plan, an Amendment is to be made:

NOW, THEREFORE, it is hereby ordered that said Order of Taking No. 93 be, and the same is hereby amended as follows:

By inserting the following three paragraphs after Line 26 on Page 18 of said Order of Taking No. 93;

"An easement is hereby granted to the Socony Mobile Oil Company, Inc., its successors and assigns, in a parcel of land within the limits of the location lines and abutting the northerly location line,



hereinafter referred to, and designated on the plan, hereinafter referred to, as Parcel EG-4C, in that part of said Parcel EG-4C which is owned in fee simple by the Massachusetts Turnpike Authority and consent to the use of that portion of said Parcel EG-4C which is located in and over Holyoke Street, in which said Authority holds a permanent easement. Said easement consists of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain, repair, replace, remove from time to time and use one or more underground pipe lines for transportation of petroleum, gas and petroleum products under the aforesaid Parcel EG-4C, and is more fully described as follows:"

"Beginning at a point in the northerly location line, hereinafter referred to, said point bearing north  $7^{\circ} -15' -22''$  west, 78.58 feet distant from station 577 + 44.83 of the main base line, hereinafter referred to; thence extends north  $86^{\circ} -54' -26''$  east, 150.11 feet along said northerly location line to a point bearing north  $7^{\circ} -15' -22''$  west, 67.68 feet distant from station 578 + 94.54 of said main base line; thence extends north  $63^{\circ} -13' -00''$  east, 41.36 feet along said northerly location line to a point bearing north  $7^{\circ} -15' -22''$  west, 81.50 feet distant from station 579 + 33.51 of said main base line; thence extends north  $82^{\circ} -44' -38''$  east, 70.49 feet to a point bearing north  $7^{\circ} -15' -22''$  west, 81.50 feet distant from station 580 + 08.30 of said main base line; thence extends south  $63^{\circ} -13' -10''$  west, 117.08 feet to a point bearing north  $7^{\circ} -15' -22''$  west, 42.36 feet distant from station 578 + 97.95 of said main base line; thence extends south  $86^{\circ} -54' -26''$  west, 124.48 feet to a point in the westerly end line, hereinafter referred to, said point bearing north  $7^{\circ} -15' -22''$  west, 51.40 feet distant from station 577 + 73.80 of said main base line; thence extends north  $54^{\circ} -05' -22''$  west, 89.72 feet along said westerly end line to the point of beginning."

"The main base line, the northerly location line, and the westerly end line hereinbefore referred to, are fully described in said Order of Taking No. 93."

FURTHER, it is voted,

That the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to record this Amendment to Order of Taking No. 93, together with a copy of a plan signed by P. H. Kitfield,



Chief Engineer, approved by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Amendment No. 6 Massachusetts Turnpike Authority Order of Taking No. 93 Dated August 18, 1955, in the Town of Ludlow, Hampden County as prepared by the Massachusetts Turnpike Authority Date: July 24, 1958, Scale: 1" = 40'," in the Registry of Deeds for Hampden County, in Springfield, and to file attested copies of said plan along with copies of this Amendment in the Office of the County Commissioners for the County of Hampden and in the office of the Clerk of the Town of Ludlow.

Dated at Boston this twenty-fourth day of July, 1958.

  
Chairman

  
Vice Chairman

  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY



1955

Ludlow



STATE HIGHWAY LAYOUT #95  
I-90, Mass. Pike, drainage easement, east of Alden St.

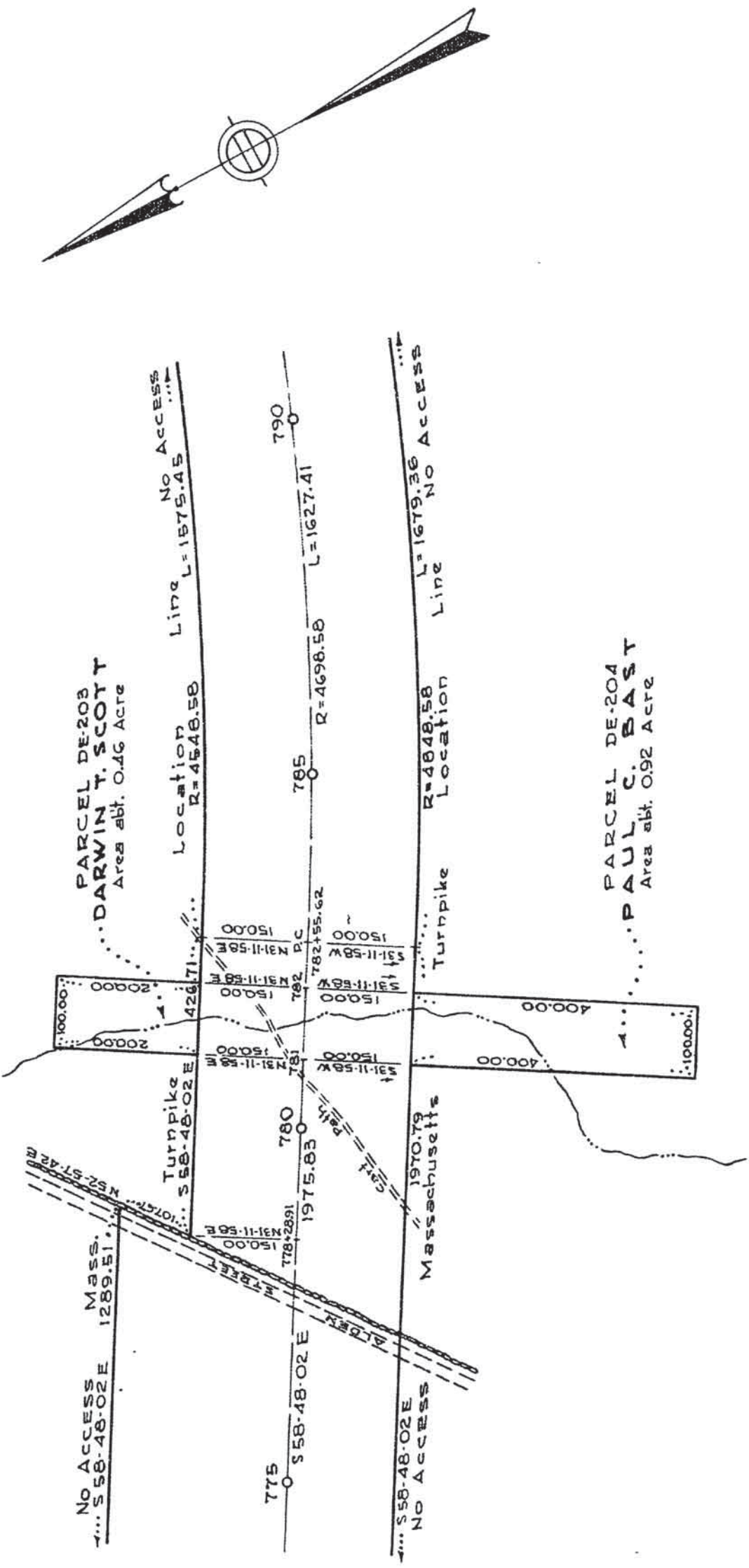
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 53 PAGE 2.

INDEXING

STATE HIGHWAY LAYOUT #95

- Image Info SH61011 Ludlow
- Image Info SH61011 Alden Street
- Image Info SH61011 I-90
- Image Info SH61011 Mass. Pike

A true copy, attest *[Signature]*  
Secretary - Treasurer



Order of Taking No. 95

This certifies that the location of the drainage easement as shown on this plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocations in connection therewith, by the

MASSACHUSETTS TURNPIKE AUTHORITY on August 25, 1955 in accordance with the provisions of Chapter 354 of the Acts of 1952

Chairman *[Signature]*  
Vice-Chairman *[Signature]*  
Member *[Signature]*

MASSACHUSETTS TURNPIKE AUTHORITY

Approved *[Signature]* Howard, Needles, Tammen & Bergendoff

Plan for the location of a  
Drainage Easement  
for the

Massachusetts Turnpike

in the town of

LUDLOW

Hampden County

as prepared by the

MASSACHUSETTS TURNPIKE AUTHORITY

Scale: 1" = 200' Date: Aug. 25, 1955

*[Signature]*  
Chief Engineer



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 95

10:30 A.M.

Harvard SS.

City/Town Ludlow

September 19, 19 55

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated August 25, 1955, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city or~~ town of Ludlow, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 95  
Town of Ludlow  
County of Hampden

For the purpose of locating and constructing drainage structures in the Town of Ludlow, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Ludlow, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway, as described in Order of Taking No. 33 recorded in the Registry of Deeds for Hampden County, at Springfield, in book 3383 at page 39, it is necessary to construct drainage structures and ditches for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority



in two takings, one being north of and abutting the northerly location line of the express toll highway, as described in Order of Taking No. 33, and the other being south of and abutting the southerly location line of the aforesaid express toll highway.

The permanent easements constituting said takings consist of the right to enter upon the land included in said takings at any time to construct thereon and to maintain and use drainage structures and ditches together and to waste water thereon.

The main base line, the northerly and southerly location lines for the express toll highway hereinafter referred to, are all described in Order of Taking No. 33, recorded in the Registry of Deeds for Hampden County at Springfield in book 3383 at page 39.

The permanent drainage easement taking on the northerly side of the express toll highway as described in the aforesaid Order of Taking No. 33 and consisting of Parcel DE-203 as shown on the plan hereinafter referred to is more fully described as follows:

Beginning at a point on the northerly location line of the express toll highway, as described in Order of Taking No. 33, said point bearing north  $31^{\circ}-11'-58''$  east, 150.00 feet distant from station 781 / 00.00 of the main base line of the express toll highway hereinbefore referred to; thence extends north  $31^{\circ}-11'-58''$  east, 200.00 feet to a point; thence extends south  $58^{\circ}-48'-02''$  east, 100.00 feet to a point; thence extends south  $31^{\circ}-11'-58''$  west, 200.00 feet to a point on the said northerly location line of the express toll highway, said point bearing north  $31^{\circ}-11'-58''$  east, 150.00 feet distant from station 782 / 00.00 of the said main base line of the express toll highway; thence extends north  $58^{\circ}-48'-02''$  west along said northerly location line of the express toll highway 100.00 feet to the point of beginning.

The permanent drainage easement taking on the southerly side of the express toll highway, as described in Order of Taking No. 33 and consisting of Parcel DE-204 as shown on the plan hereinafter referred to, is more fully described as follows:



Beginning at a point on the southerly location line of the express toll highway, as described in Order of Taking No. 33, said point bearing south  $31^{\circ}-11'-58''$  west, 150.00 feet distant from station 782  $\nearrow$  00.00 of the main base line of the express toll highway hereinbefore referred to; thence extends south  $31^{\circ}-11'-58''$  west, 400.00 feet to a point; thence extends north  $58^{\circ}-48'-02''$  west, 100.00 feet to a point; thence extends north  $31^{\circ}-11'-58''$  east, 400.00 feet to a point on the said southerly location line of the express toll highway, said point bearing south  $31^{\circ}-11'-58''$  west, 150.00 feet distant from station 781  $\nearrow$  00.00 of the said main base line of the express toll highway; thence extends south  $58^{\circ}-48'-02''$  east, along said southerly location line of the express toll highway 100.00 feet to the point of beginning.

The aforesaid permanent drainage easement takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file at its office, said plan being entitled:

"Plan for the location of a drainage easement for the Massachusetts Turnpike in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, date: August 25, 1955 scale: 1" = 200'."

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
DE-203	Darwin T. Scott	0.46 Ac.	\$1.00
DE-204	Paul C. Bast	0.92 Ac.	1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the eighth day of October, 1955, (unless otherwise agreed upon).

It is therefore

Voted, That said drainage easements be located and constructed as described herein and as described and shown on said plan; and that the Secretary-



Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the drainage easement as shown on said plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-fifth day of August, 1955.

William F. Calahan  
Chairman  
Benjamin N. Smith  
Vice Chairman  
John R. Newer  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

1956

Ludlow



STATE HIGHWAY LAYOUT #144  
I-90, Mass. Pike, taking near East St. at station 672 on south side of layout.

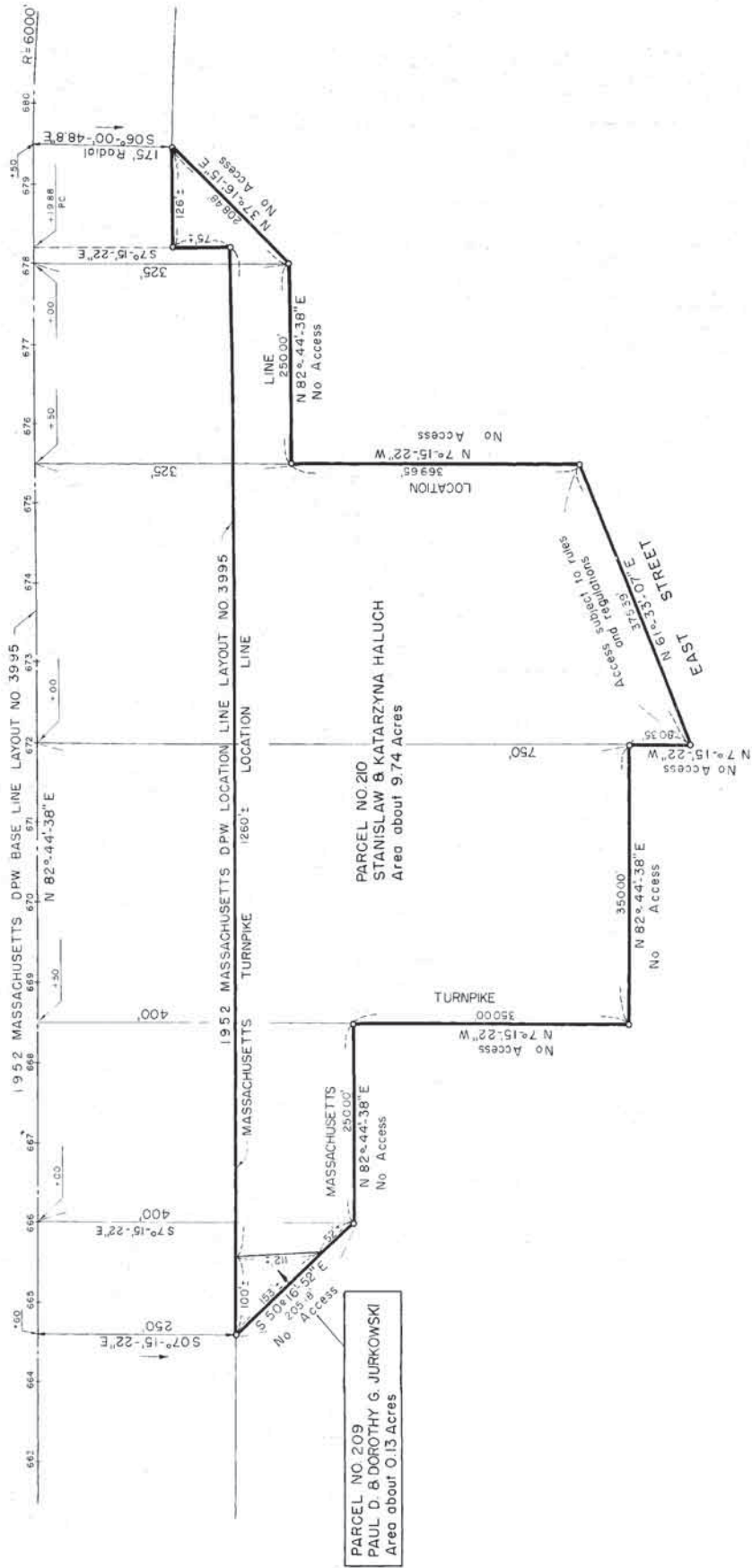
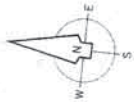
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 56 PAGE 61.

INDEXING

STATE HIGHWAY LAYOUT #144

- Image Info SH61012 Ludlow
- Image Info SH61012 East Street
- Image Info SH61012 I-90
- Image Info SH61012 Mass. Pike





A TRUE COPY, ATTEST:

*[Signature]*  
SECRETARY - TREASURER

THIS CERTIFIES THAT THE LOCATION OF THE ROAD AS SHOWN ON THIS PLAN WAS TAKEN AS AND FOR AN EXPRESS TOLL HIGHWAY KNOWN AS THE MASSACHUSETTS TURNPIKE OR AS AN ALTERATION AND/OR RELOCATION IN CONNECTION THEREWITH, BY THE MASSACHUSETTS TURNPIKE AUTHORITY ON: <b>May 10, 1956</b> IN ACCORDANCE WITH PROVISIONS OF CHAPTER 33A OF THE ACTS OF 1952	CHAIRMAN <i>[Signature]</i> VICE CHAIRMAN <i>[Signature]</i> MEMBER <i>[Signature]</i> APPROVED <i>[Signature]</i> HOWARD, NEEDLES, TAMM & BERGENDORFF
PLAN FOR THE LOCATION OF AN EXPRESS TOLL HIGHWAY KNOWN AS THE "MASSACHUSETTS TURNPIKE" IN THE TOWN OF LUDLOW HAMPDEN COUNTY AS PREPARED BY THE MASSACHUSETTS TURNPIKE AUTHORITY	SCALE: 1" = 100' DATE: <b>May 10, 1956</b> CHIEF ENGINEER <i>[Signature]</i>

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 144

Hampden SS.

~~City~~/Town Ludlow

May 25, 1956 **10:45 A.M.**

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated May 10,, 19 **56**, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ town of Ludlow, as shown on said plan.

Attest:  
  
Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 144  
Town of Ludlow  
County of Hampden

For the purpose of constructing, maintaining, repairing and operating as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, a road in the Town of Ludlow, County of Hampden, for the purpose of carrying out the provisions of Chapter 354 of the Acts of 1952; the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and of said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers and other appurtenances for the conveyance of electricity and for telephone communication located therein) situated in the Town of Ludlow, County of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

The northerly location line and the main base line hereinafter referred to are fully described in Order of Taking No. 3995 of the Massachusetts Department of Public Works, recorded in the Registry of Deeds for Hampden County at Springfield on August 4, 1952, in book 2189 at page 511.



The aforesaid taking is more fully described as follows:

Beginning at a point on the southerly location line as described in Massachusetts Department of Public Works Taking No. 3995 hereinbefore referred to, said point bearing south  $07^{\circ}-15'-22''$  east, 250.00 feet distant from station 664 + 60.00 of the main base line as described in Massachusetts Department of Public Works Taking No. 3995 hereinbefore referred to; thence extends south  $50^{\circ}-16'-52''$  east, 205.18 feet to a point bearing south  $7^{\circ}-15'-22''$  east, 400.00 feet distant from station 666 + 00.00 of said main base line; thence extends north  $82^{\circ}-44'-38''$  east, 250.00 feet to a point bearing south  $7^{\circ}-15'-22''$  east, 400.00 feet distant from station 668 + 50.00 of the said main base line; thence extends south  $7^{\circ}-15'-22''$  east, 350.00 feet to a point bearing south  $7^{\circ}-15'-22''$  east, 750.00 feet distant from station 668 + 50.00 of the said main base line; thence extends north  $82^{\circ}-44'-38''$  east, 350.00 feet to a point bearing south  $7^{\circ}-15'-22''$  east, 750.00 feet distant from station 672 + 00.00 of the said main base line; thence extends south  $7^{\circ}-15'-22''$  east, 80.35 feet to a point on the northerly street line of East Street bearing south  $7^{\circ}-15'-22''$  east, 830.35 feet distant from station 672 + 00.00 of the said main base line; thence extends north  $61^{\circ}-33'-07''$  east along said northerly street line of East Street 375.39 feet to a point bearing south  $7^{\circ}-15'-22''$  east, 694.65 feet distant from station 675 + 50.00 of the said main base line; thence extends north  $7^{\circ}-15'-22''$  west, 369.65 feet to a point bearing south  $7^{\circ}-15'-22''$  east, 325.00 feet distant from station 675 + 50.00 of the said main base line; thence extends north  $82^{\circ}-44'-38''$  east, 250.00 feet to a point bearing south  $7^{\circ}-15'-22''$  east, 325.00 feet distant from station 678 + 00.00 of the said main base line; thence extends north  $37^{\circ}-16'-15''$  east, 208.48 feet to a point on the said southerly location line bearing south  $06^{\circ}-00'-48.8''$  east, 175.00 feet distant from station 679 + 50.00 of the said main base line; thence extends in a westerly direction along said southerly location line to the point of beginning.

The location lines of the taking hereinbefore described are further defined by bounds set at angle points and points of curvature.

Access to and egress from the taking hereinbefore described is restricted, being permitted only, subject to the rules and regulations of the Massachusetts Turnpike Authority, between a point on the northerly street line of East Street, said point bearing south  $7^{\circ}-15'-22''$  east, 694.65 feet distant from station 675 + 50.00 of the main base line as described in Massachusetts Department of Public Works Taking No. 3995, hereinbefore referred to, and a point on said northerly street line of East Street, said point bearing south  $7^{\circ}-15'-22''$  east, 830.35 feet distant from station 672 + 00.00 of the main base line as described in said Massachusetts Public Works Taking No. 3995.



The aforesaid express toll highway taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the Location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 100', date: May 10, , 1956," an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid taking, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
209	Paul D. & Dorothy G. Jurkowski	0.13 ac.	\$1.00
210	Stanislaw & Katarzyna Haluch	9.74 ac.	1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twenty seventh day of June, 1956 (unless otherwise agreed upon).

It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan, and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow certified copies of said plan, signed by at

least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as 'MASSACHUSETTS TURNPIKE' or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this       tenth       day of       May,       1956.

William F. Caspary  
Chairman

Benjamin D. Hunt  
Vice Chairman

John R. Kewer  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY



Commonwealth of Massachusetts

Hampden, ss

Filed - May 25, 1956

Attest - Edward G. Shea

Clerk.

1956

Ludlow



STATE HIGHWAY LAYOUT #144-1  
I-90, Mass. Pike, additional taking on layout #144.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 57 PAGE 37.

INDEXING

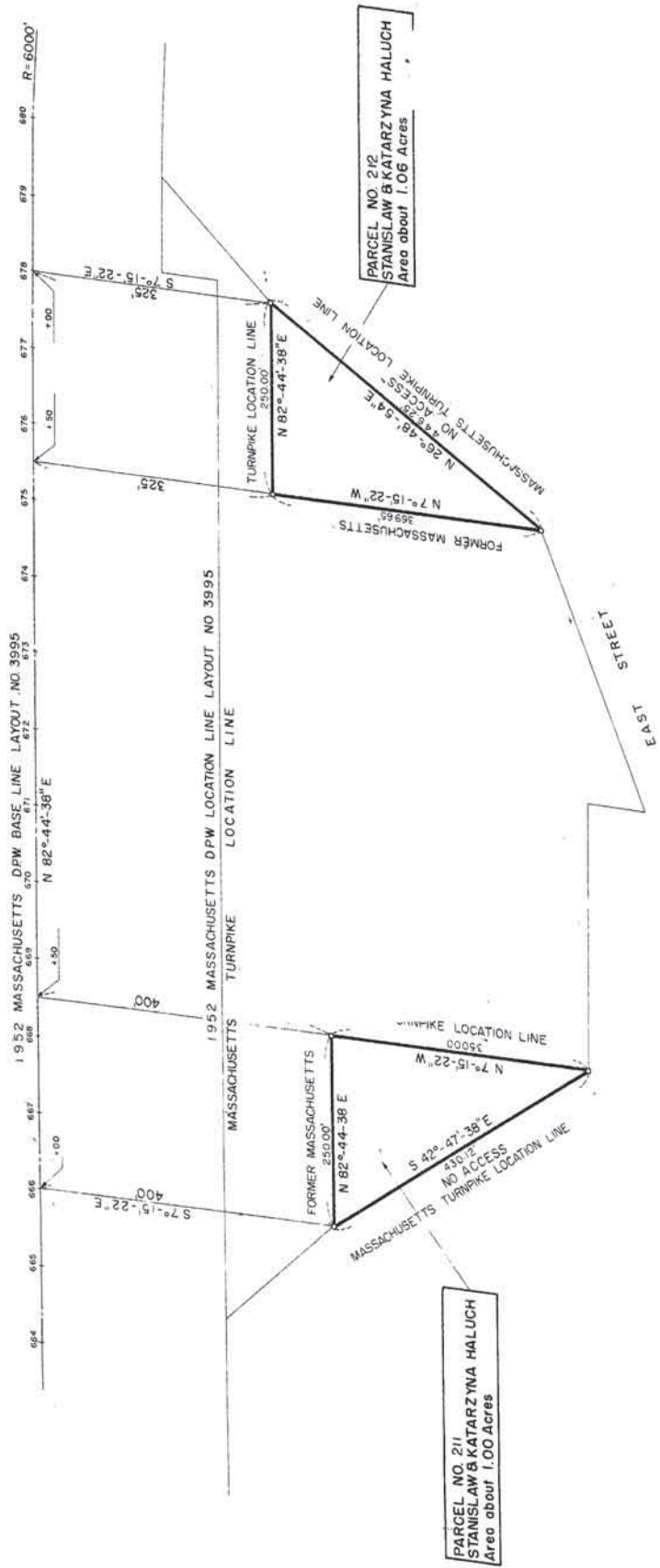
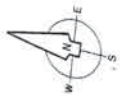
STATE HIGHWAY LAYOUT #144-1

**Image Info** SH61013 Ludlow

**Image Info** SH61013 I-90

**Image Info** SH61013 Mass. Pike





A TRUE COPY, ATTEST:		SECRETARY — TREASURER	
PLAN FOR THE LOCATION OF AN EXPRESS TOLL HIGHWAY KNOWN AS THE "MASSACHUSETTS TURNPIKE" IN THE TOWN OF LUDLOW HAMPSHIRE COUNTY AS PREPARED BY THE MASSACHUSETTS TURNPIKE AUTHORITY		THIS CERTIFIES THAT THE LOCATION OF THE ROAD AS SHOWN ON THIS PLAN WAS TAKEN AS AND FOR AN EXPRESS TOLL HIGHWAY KNOWN AS THE "MASSACHUSETTS TURNPIKE" OR AS AN ALTERATION AND/OR RELOCATION IN CONNECTION THEREWITH, BY THE MASSACHUSETTS TURNPIKE AUTHORITY ON July 12, 1956 IN ACCORDANCE WITH PROVISIONS OF CHAPTER 35A OF THE ACTS OF 1952	
SCALE: 1" = 100'		CHAIRMAN: W. J. O'Connell	
DATE: July 12, 1956		VICE CHAIRMAN: J. J. O'Connell	
APPROVED: J. J. O'Connell		MASSACHUSETTS TURNPIKE AUTHORITY	
CHIEF ENGINEER: J. J. O'Connell		HOWARD NEEDLES TAMM & BERGENDOFF	

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 144, Alter. 1

Hampden SS.

~~XXXX~~/Town Ludlow

August 3, 1956 11:00 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated July 12, 1956, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~XXXXXX~~ town of Ludlow, as shown on said plan.

Attest:

*Edward G. Shea*

Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 144  
Alteration No. 1  
Town of Ludlow  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, under date of May 10, 1956, for the purpose of constructing, maintaining, repairing, and operating, as an express toll highway in accordance with the location approved by the state department of public works on November 19, 1953, did locate as an express toll highway a road in the Town of Ludlow, County of Hampden, as shown on a plan of said express toll highway on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of said County of Hampden at Springfield and in the office of the Clerk of the Town of Ludlow; and

WHEREAS, it now appears advisable to make certain changes in the southerly location line of said express toll highway in the Town of Ludlow;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952 that the location of said express toll highway in the Town of Ludlow, as described in Order of Taking No. 144 and is described and shown on the plan therein referred to, recorded in Hampden Deeds in Book 2470 at Page 58, be altered as herein-after described.

The main base line hereinafter referred to is fully described in Order of Taking No. 3995 of the Massachusetts Department of Public Works, recorded in the Registry of Deeds for Hampden County at Springfield on August 4, 1952 in book 2189 at page 511.

The first alteration of the southerly location line of the express toll highway as described in the aforesaid Order of Taking No. 144, is more fully described as follows;



Beginning at a point on the aforesaid southerly location line of the express toll highway, said point bearing south  $7^{\circ}-15'-22''$  east, 400.00 feet distant from station 666 + 00.00 of the aforesaid main base line; thence extending south  $42^{\circ}-47'-38''$  east, 430.12 feet to a point bearing south  $7^{\circ}-15'-22''$  east, 750.00 feet distant from station 668 + 50.00 of said main base line.

The second alteration of the southerly location line of the express toll highway as described in the aforesaid Order of Taking No. 144 is more fully described as follows:

Beginning at a point on the aforesaid southerly location line of the express toll highway, said point bearing south  $7^{\circ}-15'-22''$  east, 694.65 feet distant from station 675 + 50.00 of the main base line hereinbefore referred to; thence extending north  $26^{\circ}-48'-54''$  east, 446.25 feet to a point bearing south  $7^{\circ}-15'-22''$  east, 325.00 feet distant from station 678 + 00.00 of said main base line.

The lines defining the altered southerly location line of the aforesaid express toll highway are further defined by bounds set at angle points and points of curvature of said altered line.

The provisions in the aforesaid Order of Taking No. 144 relative to access and egress from the express toll highway shall apply to the southerly location line of said express toll highway as hereby altered.

The provisions in the aforesaid Order of Taking No. 144 relative to access to and egress from the express toll highway shall not apply to the southerly location line of the aforesaid express toll highway as described in said Order of Taking No. 144 between a point on said southerly location line bearing south  $7^{\circ}-15'-22''$  east, 400.00 feet distant from station 666 + 00.00 of the main base line hereinbefore referred to and a point on said southerly location line bearing south  $7^{\circ}-15'-22''$  east, 750.00 feet distant from station 668 + 50.00 of said main base line. Said provisions do not apply to the southerly location line as described in said Order of Taking No. 144 between a point on said southerly location line bearing south  $7^{\circ}-15'-22''$  east, 694.65 feet distant from station 675 + 50.00 of said main base line and a point bearing south  $7^{\circ}-15'-22''$  east, 325.00 feet distant from station 678 + 00.00 of said main base line.



For the purpose of changing the location of the southerly location line of the express toll highway in the Town of Ludow as described in Order of Taking No. 144, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication, however affixed to the realty) located therein, situated in the Town of Ludlow, County of Hampden, all the land being taken in fee simple, the supposed owners thereof shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

The main base line and the southerly location line hereinbefore and hereinafter referred to are fully described in Order of Taking No. 3995 of the Massachusetts Department of Public Works, recorded in the Registry of Deeds for Hampden County in Book 2189 at Page 511.

The takings for the aforesaid alterations of the southerly location line are more fully described as follows:

The taking for the first alteration of the southerly location line of the express toll highway begins at a point on the southerly location line of the express toll highway as described in said Order of Taking No. 144, said point bearing south 7°-15'-22" east 400.00 feet distant from station 666 + 00.00 of the main base line from the aforesaid State Highway Layout No. 3995; thence extends north 82°-44'-38" east, 250.00 feet to a point bearing south 7°-15'-22" east 400.00 feet distant from station 668 + 50.00 of said main base line; thence extends south 7°-15'-22" east, 350.00 feet to a point; thence extends north 42°-47'-38" west, 430.12 feet to the point of beginning. Said taking is designated on the plan, hereinafter referred to, as parcel No. 211.



The taking for the second alteration of the southerly location line of the express toll highway begins at a point on the southerly location line of the express toll highway as described in said Order of Taking No. 144, said point bearing south 7°-15'-22" east, 325.00 feet distant from station 675 + 50.00 of the main base line of State Highway Layout No. 3995, hereinbefore referred to; thence extends north 82°-44'-38" east, 250.00 feet to a point bearing south 7°-15'-22" east, 325.00 feet distant from station 678 + 00.00 of said main base line; thence extends south 26°-48'-54" west, 446.25 feet to a point; thence extends north 7°-15'-22" west, 369.65 feet to the beginning. Said taking is designated on the plan, hereinafter referred to, as parcel No. 212.

The aforesaid express toll highway alteration takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the location of an express toll highway known as 'Massachusetts Turnpike' in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, Scale: 1" = 100', date: July 12, 1956 ,"

an attested copy of which is to be filed in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
211	Stanislaw & Katarzyna Haluch	1.00 Ac.	\$ 1.00
212	Stanislaw & Katarzyna Haluch	1.06 Ac.	1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the

thirty-first      day of    August,      1956(unless otherwise agreed upon).



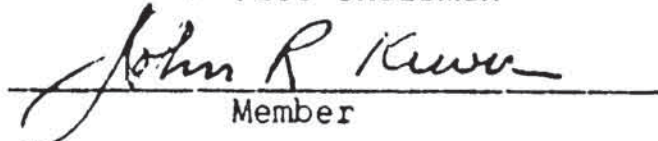
It is therefore

Voted, That the southerly location line of the express toll highway in the Town of Ludlow, County of Hampden, be altered as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twelfth day of July , 1956

  
Chairman

  
Vice Chairman

  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 144  
Alteration No. 1  
Town of Ludlow  
County of Hampden

*Filed - August 3, 1956*

*From the office of*

MASS. TURNPIKE AUTH.  
80 BOYLSTON ST  
BOSTON - MASS



1956

Ludlow



STATE HIGHWAY LAYOUT #144-2  
I-90, Mass. Pike, additional taking on layout #144.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 60 PAGE 66.

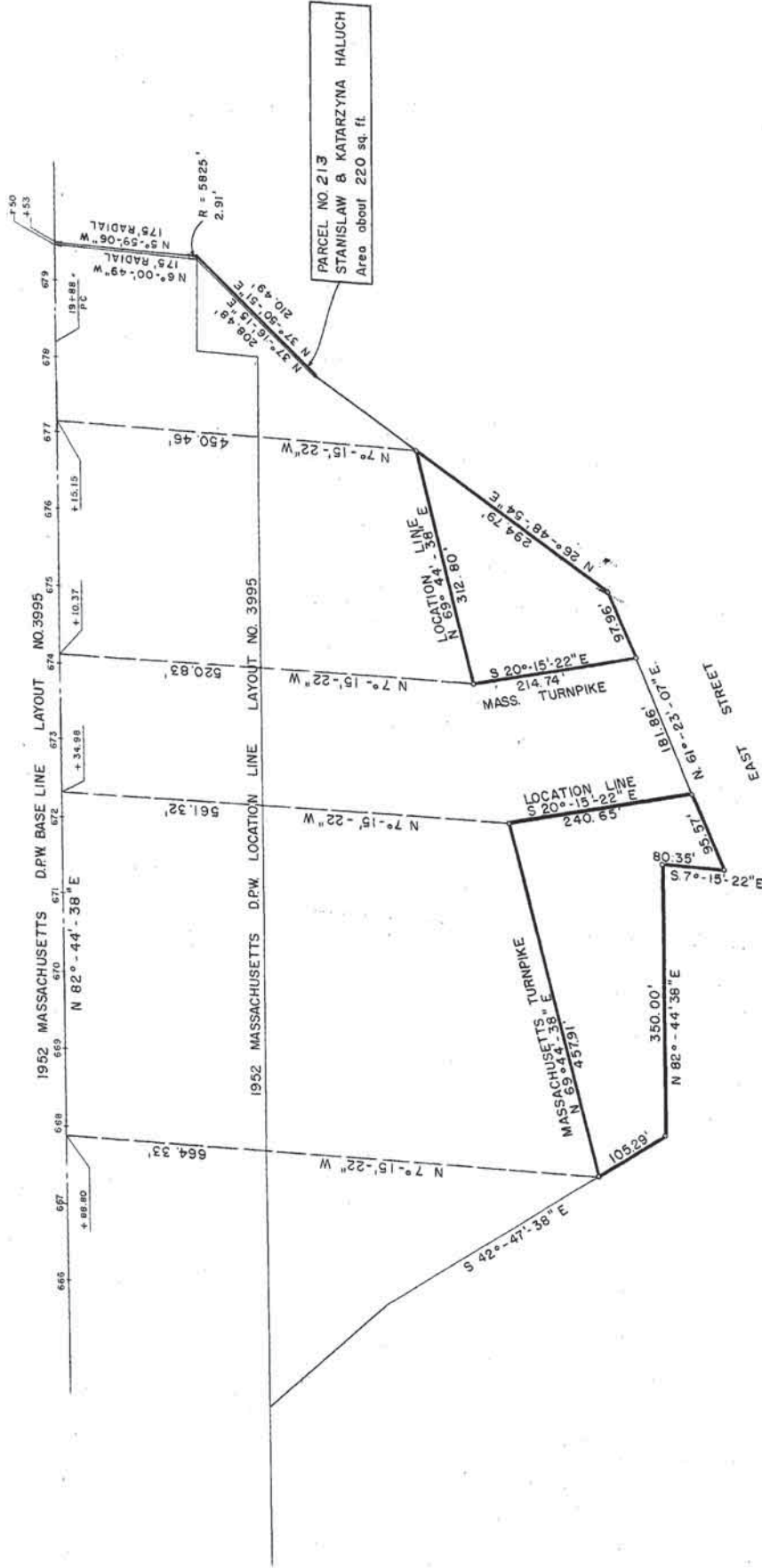
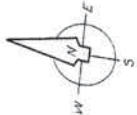
INDEXING

STATE HIGHWAY LAYOUT #144-2

**Image Info** SH61014 Ludlow

**Image Info** SH61014 I-90

**Image Info** SH61014 Mass. Pike



A TRUE COPY ATTEST <i>[Signature]</i> SECRETARY		TREASURER	
THIS CERTIFIES THAT THE LOCATION OF THE ROAD AS SHOWN ON THIS PLAN WAS TAKEN AS AND FOR AN EXPRESS TOLL HIGHWAY KNOWN AS THE MASSACHUSETTS TURNPIKE		OR AS AN ALTERATION AND OR RELOCATION CONNECTION THEREWITH, BY THE MASSACHUSETTS TURNPIKE AUTHORITY	
ON: April 4, 1957		IN ACCORDANCE WITH PROVISIONS OF CHAPTER 354 OF THE ACTS OF 1952	
CHAIRMAN <i>[Signature]</i>		VICE CHAIRMAN <i>[Signature]</i>	
MEMBER <i>[Signature]</i>		MEMBER <i>[Signature]</i>	
APPROVED <i>[Signature]</i>		APPROVED <i>[Signature]</i>	
HOWARD, WHEELER, TAYLOR & BERNSTEIN		HOWARD, WHEELER, TAYLOR & BERNSTEIN	

PLAN FOR THE LOCATION OF AN EXPRESS TOLL HIGHWAY KNOWN AS THE MASSACHUSETTS TURNPIKE IN THE TOWN OF: LUDLOW HAMPSHIRE COUNTY AS PREPARED BY THE MASSACHUSETTS TURNPIKE AUTHORITY

SCALE: 1" = 100'

DATE: April 4, 1957

CHEF ENGINEER  
*[Signature]*



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 144, Alter 2

Hampden SS.

~~City~~/Town Ludlow

April 12, 1957

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated April 4, 19 57, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~northern~~ town of Ludlow, as shown on said plan.

Attest:



Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 144  
Alteration No. 2  
Town of Ludlow  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, under date of May 10, 1956, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway in accordance with the location approved by the state department of public works on November 19, 1953, did locate as an express toll highway a road in the Town of Ludlow, County of Hampden, as shown on a plan of said express toll highway on file in the office of the Massachusetts Turnpike Authority, copies of which plan have been filed in the office of the County Commissioners of said County of Hampden at Springfield and in the office of the Clerk of the Town of Ludlow; and

WHEREAS, it now appears advisable to make certain changes in the southerly location line of said express toll highway in the Town of Ludlow;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority hereby deems it necessary for carrying out the provisions of said Chapter 354 of the Acts of 1952 that the location of said express toll highway in the Town of Ludlow, as described in Order of Taking No. 144 and as described and shown on the plan therein referred to, recorded in Hampden Deeds in Book 2470 at Page 58; and as described in Alteration No. 1 to Order of Taking No. 144



and as described and shown on the plan therein referred to, recorded in Hampden Deeds in Book 2486 at Page 131, be altered as hereinafter described.

The main base line hereinafter referred to is fully described in Order of Taking No. 3995 of the Massachusetts Department of Public Works, recorded in the Registry of Deeds for Hampden County at Springfield on August 4, 1952, in Book 2189 at Page 511.

The first alteration of the southerly location line of the express toll highway as described in the aforesaid Order of Taking No. 144 and the aforesaid Alteration No. 1 to Order of Taking No. 144, is more fully described as follows:

Beginning at a point on the aforesaid southerly location line of the express toll highway, said point bearing south  $7^{\circ}-15'-22''$  east, 664.33 feet distant from station 667 + 88.80 of the aforesaid main base line, the southerly location line as hereby altered thence extends north  $69^{\circ}-44'-38''$  east, 457.91 feet to a point bearing south  $7^{\circ}-15'-22''$  east, 561.32 feet distant from station 672 + 34.98 of the said main base line; thence extends south  $20^{\circ}-15'-22''$  east, 240.65 feet to a point.

The second alteration of the southerly location line of the express toll highway as described in the aforesaid Order of Taking No. 144, and Alteration No. 1 to Order of Taking No. 144, is more fully described as follows:

Beginning at a point on the aforesaid southerly location line of the express toll highway, said point bearing south  $7^{\circ}-15'-22''$  east, 450.46 feet distant from station 677 + 15.15 of the main base line, hereinbefore referred to, the southerly location line as hereby altered thence extends south  $69^{\circ}-44'-38''$  west, 312.80 feet to a point bearing south  $7^{\circ}-15'-22''$  east, 520.83 feet distant from station 674 + 10.37 of said main base line; thence extends south  $20^{\circ}-15'-22''$  east, 214.74 feet to a point.



The lines defining the southerly location line of the express toll highway as hereby altered are further defined by bounds set at angle points and points of curvature of said altered line.

The provisions in the aforesaid Order of Taking No. 144 and the aforesaid Alteration No. 1 to Order of Taking No. 144 relative to access to and egress from the express toll highway shall apply to the southerly location line as hereby altered.

The provisions in the aforesaid Order of Taking No. 144 and the aforesaid Alteration No. 1 to Order of Taking No. 144 relative to access to and egress from the express toll highway shall not apply to the southerly location line of the aforesaid express toll highway as described in said Order of Taking No. 144 and Alteration No. 1 to Order of Taking No. 144 across the following lines:

1. Beginning at a point bearing south  $7^{\circ}-15'-22''$  east, 664.33 feet distant from station 667 + 88.80 of the main base line hereinbefore referred to; thence extending south  $42^{\circ}-47'-38''$  east, 105.29 feet to a point; thence extends north  $82^{\circ}-44'-38''$  east, 350.00 feet to a point; thence extends south  $7^{\circ}-15'-22''$  east, 80.35 feet to a point; thence extends north  $61^{\circ}-23'-07''$  east, 95.57 feet to a point.

2. Beginning at a point bearing south  $7^{\circ}-15'-22''$  east, 450.46 feet distant from station 677 + 450.46 of the main base line hereinbefore referred to; thence extending south  $26^{\circ}-48'-54''$  west, 294.79 feet to a point; thence extends south  $61^{\circ}-23'-07''$  west, 97.96 feet to a point.

For the purpose of changing the location of the southerly location line of the express toll highway in the Town



of Ludlow as described in Order of Taking No. 144, and as described in Alteration No. 1 to Order of Taking No. 144, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, all the land within the limits of the taking hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication, however, affixed to the realty) located therein, situated in the Town of Ludlow, County of Hampden, all the land referred to being taken in fee simple, the supposed owners thereof shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

The main base line and the southerly location line hereinafter referred to are fully described in Order of Taking No. 3995 of the Massachusetts Department of Public Works, recorded in the Registry of Deeds for Hampden County in Book 2189 at Page 511.

The taking for the aforesaid alteration of the southerly location line is more fully described as follows:



Beginning at a point on the southerly location line of the express toll highway as described in Order of Taking No. 144 hereinbefore referred to, and as described in Alteration No. 1 to Order of Taking No. 144, said point bearing south  $6^{\circ}-00'-49''$  east, 175.00 feet radial distant from station 679 + 50.00 of the main base line hereinbefore referred to, the taking line for the said alteration of the southerly location line thence extends south  $37^{\circ}-16'-15''$  west, 208.48 feet to a point; thence extends north  $37^{\circ}-50'-51''$  east, 210.49 feet to a point bearing south  $5^{\circ}-59'-06''$  east, 175.00 feet radial distant from station 679 + 53.00 of said main base line; thence extends in a westerly direction by a curve to the left of 5825.00 feet radius, 2.91 feet to the point of beginning.

The provisions in the aforesaid Order of Taking No. 144, and the aforesaid Alteration No. 1 to Order of Taking No. 144, relative to access to and egress from the express toll highway shall apply to the hereby altered southerly location line between a point south  $5^{\circ}-59'-06''$  east, 175.00 feet radial from station 679 + 53.00 of said main base line thence on a line extending south  $37^{\circ}-50'-51''$  west, 210.49 feet to a point.

The provisions in the aforesaid Order of Taking No. 144, and the aforesaid Alteration No. 1 to Order of Taking No. 144, relative to access to and egress from the express toll highway shall not apply across a line beginning at a point bearing south  $5^{\circ}-59'-06''$  east, 175.00 feet radial distant from station 679 + 53.00 of said main base line; thence extending in a westerly direction by a curve to the left of 5825.00 feet radius, 2.91 feet to a point bearing south  $6^{\circ}-00'-49''$  east, 175.00 feet radial distant from station 679 + 50.00 of said main base line; thence extending south  $37^{\circ}-16'-15''$  west, 208.48 feet to a point.

The aforesaid express toll highway southerly location line alterations and the alteration taking hereinbefore described are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as the 'Massachusetts Turnpike' in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, Scale: 1" = 100 ; date: April 4, 1957.



an attested copy of which is to be filed in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
213	Stanislaw & Katarzyna Haluch	220 SF	\$1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the      fifteenth      day of      May,      1957  
(unless otherwise agreed upon).

It is therefore

Voted, That the southerly location line of the express toll highway in the Town of Ludlow, County of Hampden, be altered as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority, attesting that the road as shown on said plan was taken as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration

and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this, fourth day of April, 1957.

William T. Callahan  
Chairman

Benjamin W. Law  
Vice Chairman

John P. Kuer  
Member

MASSACHUSETTS

TURNPIKE

AUTHORITY



Massachusetts Turnpike Authority  
Order of Taking No. 144  
Alteration No. 2  
Town of Ludlow  
County of Hampden

*Filed - April 12, 1957*

*From the office of*  
**MASS. TURNPIKE AUTH.**  
80 BOYLSTON ST.  
BOSTON - MASS.

1956

Ludlow



STATE HIGHWAY LAYOUT #148  
I-90, Mass. Pike, taking for drainage easements on North St.

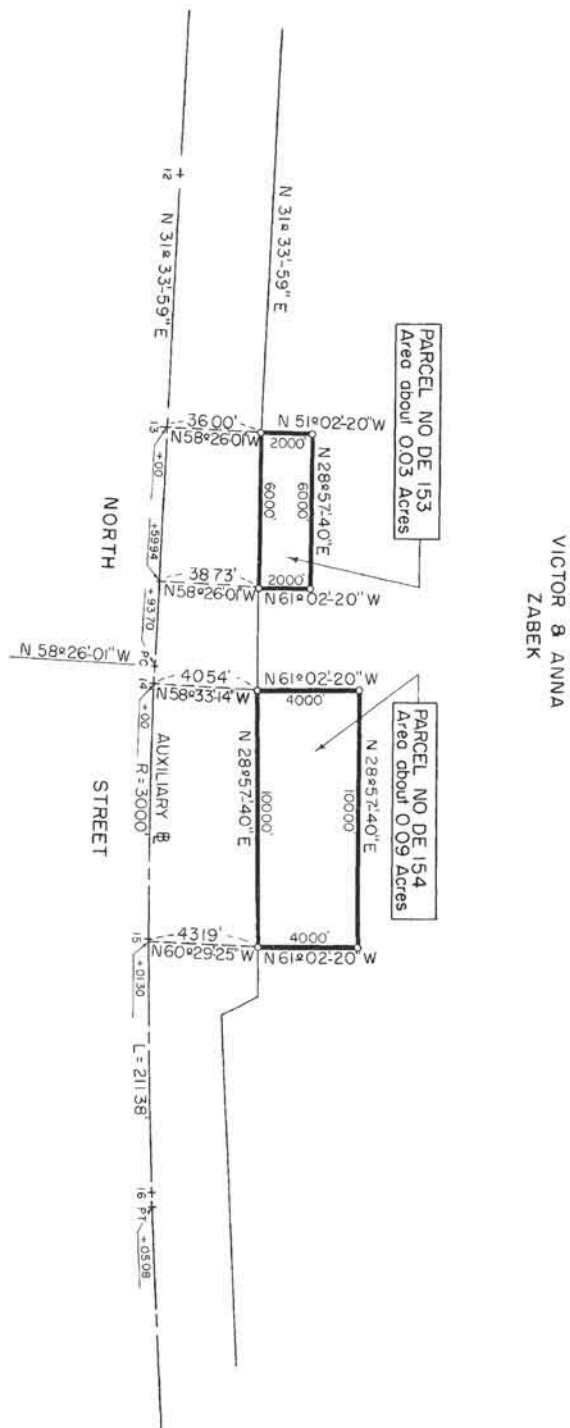
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 56 PAGE 123.

INDEXING

STATE HIGHWAY LAYOUT #148

- Image Info SH61015 Ludlow
- Image Info SH61015 I-90
- Image Info SH61015 Mass. Pike
- Image Info SH61015 North Street





ORDER OF TAKING NO 148  
A TRUE COPY, ATTEST *[Signature]*  
SECRETARY TREASURER

This certifies that the location of the drainage easement as shown on this plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and, or relocation in connection therewith, by the

MASSACHUSETTS TURNPIKE AUTHORITY on June 14, 1956  
in accordance with the provisions of Chapter 354 of the Acts of 1952  
Chairman *[Signature]*  
Vice Chairman *[Signature]*  
Member *[Signature]*  
MASSACHUSETTS TURNPIKE AUTHORITY  
Approved *[Signature]*  
Howard, Needles, Tammen & Bergendoff

PLAN FOR THE LOCATION OF A  
DRAINAGE EASEMENT  
for the  
MASSACHUSETTS TURNPIKE  
in the town of  
LUDLOW  
HAMPDEN COUNTY  
as prepared by the  
MASSACHUSETTS TURNPIKE AUTHORITY  
Scale 1" = 40' Date: June 14, 1956  
*[Signature]*  
Chief Engineer

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 148

Hampton SS.

City/Town Ludlow

July 5, 19 56 10:17 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated June 14, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city~~ town of Ludlow, as shown on said plan.

Attest

*Edward G. Shea*

Clerk of Courts

~~No Plan filed with this Certificate.~~



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 148  
Town of Ludlow  
County of Hampden

For the purpose of locating and constructing drainage structures in the Town of Ludlow, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Ludlow, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway, as described in Order of Taking No. 93, recorded in the Registry of Deeds for Hampden County at Springfield, in book 2413 at page 227, it is necessary to construct drainage structures and ditches for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in two takings, both being west of and abutting the westerly taking line of North Street.



The permanent easements constituting said takings consist of the right to enter upon the land included in said takings at any time to construct thereon and to maintain and use drainage structures and ditches together and to waste water thereon.

The permanent drainage easement taking on the westerly side of North Street as described in the aforesaid Order of Taking No. 93 and consisting of Parcel DE-153, as shown on the plan hereinafter referred to, is more fully described as follows:

The auxiliary base line for North Street begins at a point shown on plan hereinafter referred to as station 12 + 00; thence extends north  $31^{\circ}-33'-59''$  east, 193.70 feet to a point of curve, shown on said plan as station 13 + 93.70; thence extends in a northerly direction by a curve to the left of 3000.00 feet radius, 211.38 feet to a point of tangent, shown on said plan as station 16 + 05.08.

The taking on the westerly side of North Street, and shown on the plan hereinbefore referred to as Parcel DE-153, is more fully described as follows:

Beginning at a point on the westerly taking line of North Street as described in Order of Taking No. 93 bearing north  $58^{\circ}-26'-01''$  west, 36.00 feet distant from station 13 + 00.00 of the auxiliary base line of North Street hereinbefore described; thence extends north  $51^{\circ}-02'-20''$  west, 20.00 feet to a point; thence extends north  $28^{\circ}-57'-40''$  east, 60.00 feet to a point; thence extends south  $61^{\circ}-02'-20''$  west, 20.00 feet to a point on the said westerly taking line of North Street; thence extends in a southerly direction along the said westerly taking line of North Street to the point of beginning.

The permanent drainage easement taking on the westerly side of North Street as described in Order of Taking No. 93 and consisting of Parcel DE-154, as shown on the plan hereinafter referred to, is more fully described as follows:

Beginning at a point on the westerly taking line of North Street hereinbefore referred to bearing north  $58^{\circ}-33'-14''$  west, 40.54 feet distant from station 14 + 00 of the auxiliary base line of North Street hereinbefore described; thence extends north  $61^{\circ}-02'-20''$  west, 40.00 feet to a point; thence extends north  $28^{\circ}-57'-40''$  east, 100.00 feet to a point; thence extends south  $61^{\circ}-02'-20''$  east, 40.00 feet to a point on the said westerly taking line of North Street, bearing north  $60^{\circ}-29'-25''$  west, 43.19 feet distant from station 15 + 01.30 of the said auxiliary base line of North Street; thence extends in a southerly direction along said westerly taking line of North Street to the point of beginning.



The aforesaid permanent drainage easement takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the location of a drainage easement for the Massachusetts Turnpike in the Town of Ludlow, County of Hampden, as prepared by the Massachusetts Turnpike Authority, date: **June 14, 1956** scale: 1" = 40', " an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
DE-153	Victor & Anna Zabek	0.03 ac.	\$1.00
DE-154	Victor & Anna Zabek	0.09 ac.	1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the **fourth** day of **August**, 1956, (unless otherwise agreed upon).

It is therefore

Voted, That said drainage easements be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow certified copies of said

plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the drainage easements as shown on said plan were taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as 'Massachusetts Turnpike' or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this      **fourteenth**      day of      **June,**      1956.

William F. O'Connell  
Chairman

Benjamin N. Grant  
Vice Chairman

John R. Kewer  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY



1956

Ludlow



STATE HIGHWAY LAYOUT #155  
I-90, Mass. Pike, taking near layout #144 on north side of layout.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 57 PAGE 26.

INDEXING

STATE HIGHWAY LAYOUT #155

Image Info SH61016 Ludlow

Image Info SH61016 I-90

Image Info SH61016 Mass. Pike





COMMONWEALTH OF MASSACHUSETTS  
CERTIFICATE OF RECEIPT  
COUNTY COMMISSIONERS  
Order of Taking No. 155

Hampden SS.  
~~XXXXX~~/Town Ludlow

July 27, 19 56      10:33 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing the on a certificate dated July 3, 19 56 purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~XXXXXX~~ town of Ludlow, as shown on said plan.

Attest:  
  
Asst. Edward J. Mc Kay  
Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 155  
Town of Ludlow  
County of Hampden

For the purpose of constructing, maintaining, repairing and operating as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, a road in the Town of Ludlow, County of Hampden, for the purpose of carrying out the provisions of Chapter 354 of the Acts of 1952; the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take under the provisions of Chapter 79 of the General Laws and of said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers and other appurtenances for the conveyance of electricity and for telephone communication located therein) situated in the Town of Ludlow, County of Hampden, all of said land being taken in fee simple, the supposed owners thereof, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

The northerly location line and the main base line hereinafter referred to are fully described in Order of Taking No. 3995 of the Massachusetts Department of Public Works, recorded in the Registry of Deeds for Hampden County at Springfield on August 4, 1952, in book 2189 at page 511.



The aforesaid taking is more fully described as follows:

Beginning at a point on the northerly location line as described in Massachusetts Department of Public Works Layout No. 3995 hereinbefore referred to, said point bearing north 7°-15'-22" west, 250.00 feet distant from station 660 + 85.00 of the main base line as described in Massachusetts Department of Public Works Layout No. 3995 hereinbefore referred to; thence extends north 21°-33'-46" east, 548.29 feet to a point; thence extends north 69°-58'-21" east, 769.03 feet to a point; thence extends south 35°-35'-25" east, 738.24 feet to a point on the said northerly location line bearing north 7°-15'-22" west, 250.00 feet distant from station 674 + 50.00 of the said main base line; thence extends south 82°-44'-38" west, along the said northerly location line 1365.00 feet to the point of beginning.

The location lines of the taking hereinbefore described are further defined by bounds set at angle points and points of curvature.

Access to and egress from the taking hereinbefore described is restricted.

The aforesaid express toll highway taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the Location of an Express Toll Highway known as 'MASSACHUSETTS TURNPIKE' in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 100', date: July 3, 1956," an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid taking, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
211	John S. Lane & Sons, Inc.	13.8 ac.	\$1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twenty-fifth day of August, 1956, (unless otherwise agreed upon.)

It is therefore

Voted, That said express toll highway be located as described herein and as described<sup>d</sup> and shown on said plan, and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as 'MASSACHUSETTS TURNPIKE' or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this            third            day of    July,            1956.

Wesley T. Callahan  
Chairman

B. J. G. G. G.  
Vice Chairman

John R. Kewer  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY



1956

Ludlow



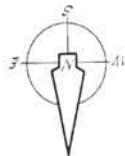
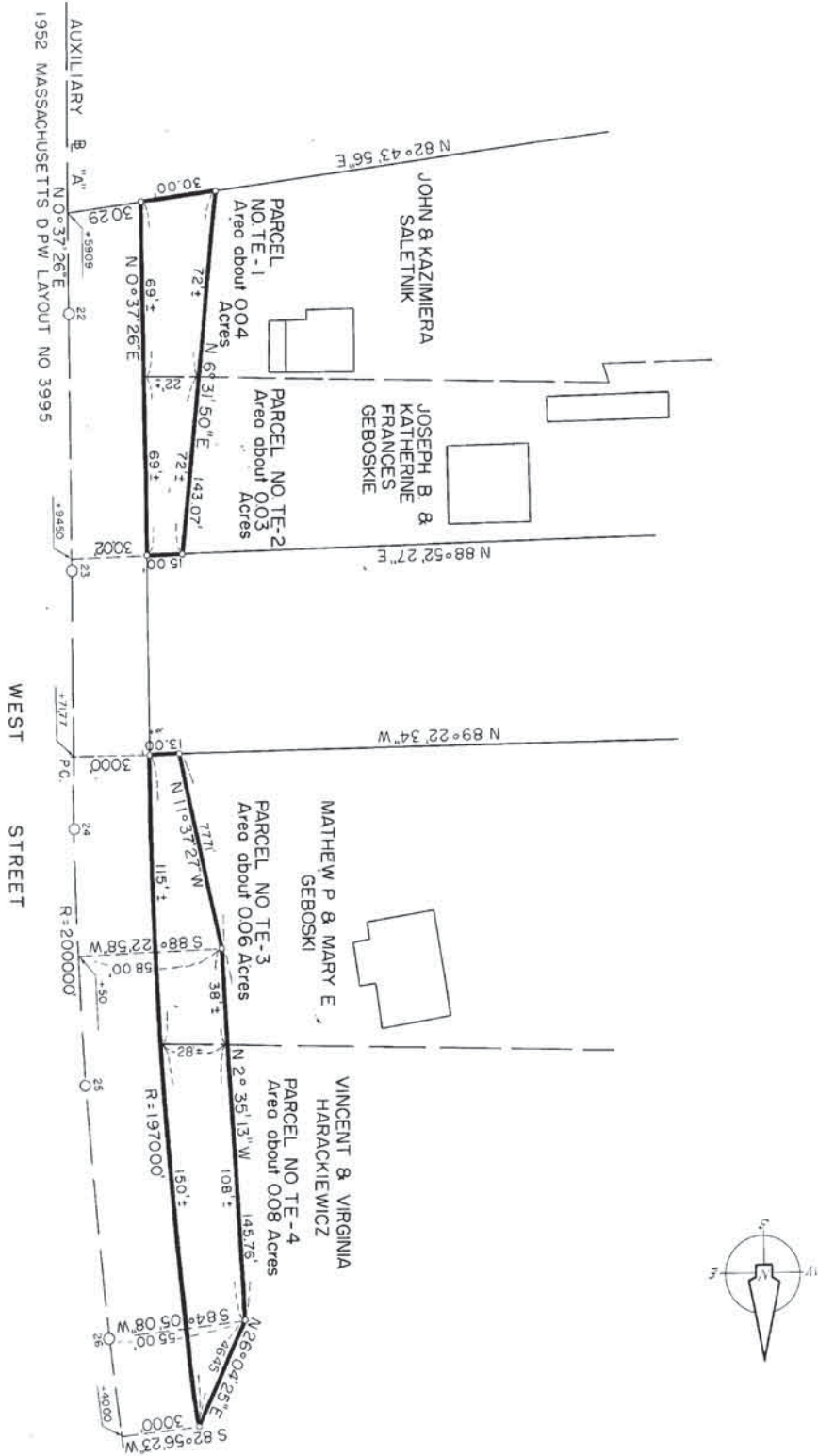
STATE HIGHWAY LAYOUT #156  
I-90, Mass. Pike, taking for drainage easement on West St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 57 PAGE 36.

INDEXING

STATE HIGHWAY LAYOUT #156

- Image Info SH61018 I-90
- Image Info SH61018 Mass. Pike
- Image Info SH61018 West Street



ORDER OF TAKING NO 156  
A TRUE COPY, ATTEST *[Signature]*  
SECRETARY TREASURER

This certifies that the location of the temporary slope easements shown on this plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and, or relocation in connection therewith, by the

MASSACHUSETTS TURNPIKE AUTHORITY on July 12, 1956  
in accordance with the provisions of Chapter 354 of the Acts of 1952

Chairman William F. Gallagher  
Vice Chairman William J. Brown  
Member John R. Kure

MASSACHUSETTS TURNPIKE AUTHORITY

Approved Howard, Needles, Tammen & Bergendoff

PLAN FOR THE LOCATION OF  
TEMPORARY SLOPE EASEMENTS

for the  
MASSACHUSETTS TURNPIKE

in the town of  
LUDLOW

HAMPDEN COUNTY  
as prepared by the

MASSACHUSETTS TURNPIKE AUTHORITY

Scale 1" = 40' Date July 12, 1956  
*[Signature]*  
Chief Engineer



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 156

Hampden SS.

~~XXXX~~ City/Town Ludlow

August 3, 19 56      11:00 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated July 12, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city of~~ town of Ludlow, as shown on said plan.

Attest:

*Edward G. Shea*

Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 156  
Town of Ludlow  
County of Hampden

For the purpose of constructing a grade separation at the intersection of the 'Massachusetts Turnpike', an express toll highway, with a public highway in the Town of Ludlow, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty,) located thereon, situated in the Town of Ludlow, County of Hampden, all of said land being taken in temporary easement, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained.

Excepted and reserved from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be located under and/or in or attached to a bridge over the aforesaid express toll highway.

In connection with the construction, maintenance, repair and operation of the aforesaid express toll highway known as 'Massachusetts Turnpike' it is necessary to change and adjust the lines and grades of two sections of a public highway in the Town of Ludlow, County of Hampden, in accordance with the provisions of Chapter 354 of the Acts of 1952, being described as follows:



The takings for this purpose are for widening and changing the grade and alignment of and relocating a portion of West Street in the Town of Ludlow so as to accommodate the same to the design of a grade separation at the intersection of said road with the express toll highway as described in Massachusetts Department of Public Works Layout No. 3995.

Auxiliary Baseline "A" hereinafter referred to is described in Massachusetts Department of Public Works Layout No. 3995, recorded in the Registry of Deeds for Hampden County at Springfield in book 2189 at page 511.

The temporary easement taking on the westerly side of West Street and on the northerly side of the express toll highway hereinbefore referred to and consisting of Parcels TE-1 and TE-2, as shown on the plan hereinafter referred to, is more fully described as follows:

Beginning at a point on the westerly street line of West Street, bearing south  $88^{\circ}-52'-27''$  west, 30.02 feet distant from station 22 + 94.50 of auxiliary base line "A" hereinbefore referred to; thence extends south  $88^{\circ}-52'-27''$  west, 15.00 feet to a point; thence extends south  $6^{\circ}-31'-50''$  west, 143.07 feet to a point bearing south  $82^{\circ}-43'-56''$  west, 60.29 feet distant from station 21 + 59.09 of said auxiliary base line "A"; thence extends north  $82^{\circ}-43'-56''$  east, 30.00 feet to a point on the westerly street line of West Street, bearing south  $82^{\circ}-43'-56''$  west, 30.69 feet distant from station 21 + 59.09 of said auxiliary base line "A"; thence extends along said westerly street line of West Street north  $0^{\circ}-37'-26''$  east to the point of beginning.

The temporary easement taking on the westerly side of West Street and northerly of the express toll highway and consisting of Parcels TE-3 and TE-4, as shown on the plan hereinafter referred to, is more fully described as follows:

Beginning at a point on the westerly street line of West Street, bearing north  $89^{\circ}-22'-34''$  west, 30.00 feet distant from station 23 + 71.77 of auxiliary base line "A" hereinbefore referred to; thence extends north  $89^{\circ}-22'-34''$  west, 13.00 feet to a point; thence extends north  $11^{\circ}-37'-27''$  west, 77.71 feet to a point bearing south  $88^{\circ}-22'-58''$  west, 58.00 feet distant from station 24 + 50.00 of said auxiliary base line "A"; thence extends north  $2^{\circ}-35'-13''$  west, 145.76 feet to a point bearing south  $84^{\circ}-05'-08''$  west, 55.00 feet distant from station 26 + 00.00 of said auxiliary base line "A"; thence extends north  $26^{\circ}-04'-25''$  east, 46.45 feet to a point on the westerly street line of West Street bearing south  $82^{\circ}-56'-23''$  west, 30.00 feet distant from station 26 + 40.00 of said auxiliary base line "A"; thence extends in a southerly direction along said westerly street line of West Street to the point of beginning.



The aforesaid temporary easement takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the location of a temporary slope easement for the Massachusetts Turnpike in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 40', date: July 12, 1956," an attested copy of which is to be filed with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
TE-1	John & Kazimiera Saletnik	0.04 ac.	\$1.00
TE-2	Joseph B. & Katherine Frances Gebaskie	0.03 ac.	1.00
TE-3	Matthew P. & Mary E. Gebaskie	0.06 ac.	1.00
TE-4	Vincent W. & Virginia Harackiewicz	0.08 ac.	1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the thirty-first day of August, 1956 (unless otherwise agreed upon).

It is therefore

Voted, That said temporary road be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden



County and in the office of the Clerk of the Town of Ludlow certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the road as shown on said plan was taken as and for a temporary detour in connection with an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twelfth day of July, 1956.

William F. DeLoach  
Chairman

Benjamin H. Hunt  
Vice Chairman

John R. Keever  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

Massachusetts Turnpike Authority

Order of Taking No. 156  
Town of Ludlow  
County of Hampden

*Filed August 3, 1956*

*From the office of*

MASS. TURNPIKE AUTH.  
80 BOYLSTON ST.  
BOSTON - MASS.



1956

Ludlow



STATE HIGHWAY LAYOUT #171  
I-90, Mass. Pike, additonal taking west of layout #155.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 58 PAGE 81.

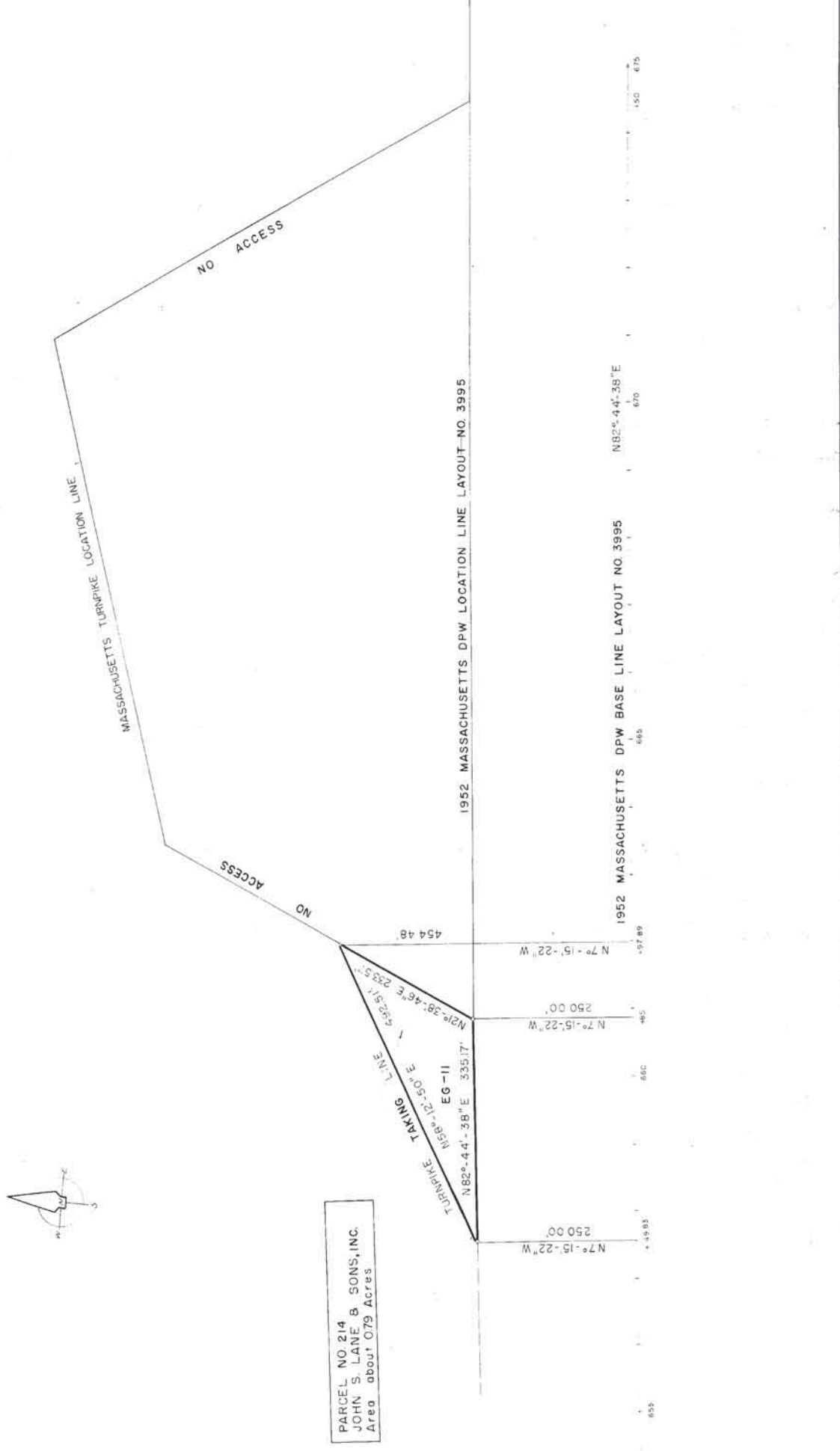
INDEXING

STATE HIGHWAY LAYOUT #171

Image Info SH61019 Ludlow

Image Info SH61019 I-90

Image Info SH61019 Mass. Pike





COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 171

Hampden SS.

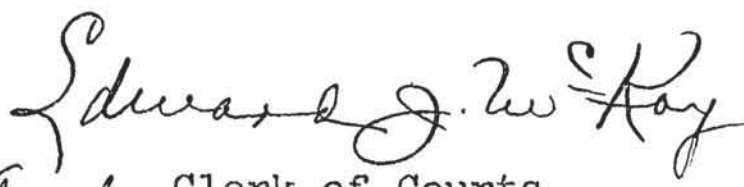
~~City~~/Town Ludlow

October 5, 1956 10:20 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated September 27, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~xxxxxx~~ town of Ludlow, as shown on said plan.

Attest:

  
Asst. Clerk of Courts

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 171  
Town of Ludlow  
County of Hampden

For the purpose of constructing, maintaining, repairing and operating as an express toll highway in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, a road in the Town of Ludlow, County of Hampden, for the purpose of carrying out the provisions of Chapter 354 of the Acts of 1952; the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take under the provisions of Chapter 79 of the General Laws and of said Chapter 354 of the Acts of 1952, all the land within the limits of the takings hereinafter described, including all trees and structures (not including poles, towers and other appurtenances for the conveyance of electricity and for telephone communication located therein) situated in the Town of Ludlow, County of Hampden, all of said land being taken in fee simple, the supposed owners thereof, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

The northerly location line and the main base line hereinafter referred to are fully described in Order of Taking No. 3995 of the Massachusetts Department of Public Works, recorded in the Registry of Deeds for Hampden County at Springfield on August 4, 1952, in book 2189 at page 511.

The aforesaid taking is more fully described as follows:

Beginning at a point on the northerly location line, as described in Massachusetts Department of Public Works Layout No. 3995, hereinbefore referred to, said point bearing north 07°-15'-22" west, 250.00 feet distant from station 657 + 49.83 of the main base line as described in Massachusetts Department of



Public Works Layout No. 3995, hereinbefore referred to; thence extends north 58°-12'-50" east, 492.51 feet to a point on the northerly location line of the Massachusetts Turnpike Authority, described in Order of Taking No. 155 of said Massachusetts Turnpike Authority, duly recorded in the Registry of Deeds for Hampden County, said point bearing north 07°-15'-22" west, 454.48 feet distant from station 661 + 97.89 of said main base line; thence extends south 21°-38'-46" west, 233.57 feet along said northerly location line to a point on the aforesaid northerly location line of the Department of Public Works, said point bearing north 07°-15'-22" west, 250.00 feet distant from station 660 + 85.00 of said main base line; thence extends south 82°-44'-38" west, 335.17 feet along said northerly location line to the point of beginning.

The taking lines of the taking hereinbefore described are further defined by bounds set at angle points and points of curvature.

Without limiting the scope of the aforesaid taking, the following rights and easements are expressly included in said taking:

1. All rights are reserved to the Western Massachusetts Electric Company to which it is entitled under an easement granted by John S. Lane & Sons, Inc., and recorded in book 2430 at page 294 in the Registry of Deeds for Hampden County.

2. An easement is hereby granted to the Socony Mobil Oil Company, Inc., its successors and assigns, in the land hereinbefore described, and , designated on the plan, hereinafter referred to as EG-11. Said easement consists of the right, subject to the rules and regulations of the Massachusetts Turnpike Authority, to construct, maintain, repair, replace, remove from time to time and to use one or more underground pipe lines for transportation of petroleum, gas and petroleum products in any part of the land hereinbefore described.

3. The right is reserved to the owners, their successors and assigns, to cross and re-cross the above described land, provided they do not interfere with the construction, maintenance, repair and operation of the express toll highway.



The aforesaid express toll highway taking is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the Location of an Express Toll Highway known as the 'Massachusetts Turnpike' in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 1" = 100', date: September 27, 1956, " an attested copy of which is to be recorded with this order of taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid taking, the following award is made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
214	John S. Lane & Sons, Inc.	0.79 ac.	\$1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the eighth day of November, 1956, (unless otherwise agreed upon).

It is therefore

Voted, That said express toll highway be located as described herein and as described and shown on said plan, and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express



toll highway known as 'MASSACHUSETTS TURNPIKE' or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-seventh day of September, 1956.

William F. Callahan  
Chairman

Benjamin V. West  
Vice Chairman

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

\_\_\_\_\_  
Member

1956

Ludlow



STATE HIGHWAY LAYOUT #173  
I-90, Mass. Pike, drainage easement between West St. & Tait St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 59 PAGE 3.

INDEXING

STATE HIGHWAY LAYOUT #173

- Image Info SH61020 Ludlow
- Image Info SH61020 I-90
- Image Info SH61020 Mass. Pike
- Image Info SH61020 Tait Street
- Image Info SH61020 West Street





COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 173

Hampden SS.

~~County~~/Town Ludlow

Nov. 7, 1956

2:15 P.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated October 25, 19 56, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~XXXXXX~~ town of Ludlow, as shown on said plan.

Attest:

*Edward J. W. Ray*  
Asst. Clerk of Courts



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 173  
Town of Ludlow  
County of Hampden

For the purpose of locating and constructing drainage structures in the Town of Ludlow, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, however affixed to the realty) located thereon, situated in the Town of Ludlow, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.



In connection with the construction, maintenance, repair and operation of the express toll highway, it is necessary to construct drainage structures and ditches for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in one taking, being south of and abutting the southerly location line of Massachusetts Department of Public Works Layout No. 3995, hereinafter referred to.

The permanent easements constituting said takings consists of the right to enter upon the land included in said takings at any time to construct thereon and to maintain and use drainage structures and ditches together and to waste water thereon.

The main base line, and the southerly location line for the relocation hereinafter referred to, are all described in Massachusetts Department of Public Works Layout No. 3995, Registry of Deeds for Hampden County at Springfield in book 2189 at page 511.

The permanent drainage easement taking on the south side of the Southerly location line as described in the aforesaid layout No. 3995 and consisting of parcels DE-205, DE-206, DE-207 and DE-208, as shown on the plan hereinafter referred to is more fully described as follows:

Beginning at a point on the southerly location line, hereinbefore referred to, said point bearing south  $07^{\circ}-16'-04''$  east, 100.00 feet distant from station 519+22.06 of the main baseline, hereinbefore referred to; thence extends south  $22^{\circ}-16'-04''$  east, 553.42 feet to a point; thence extends north  $82^{\circ}-43'-56''$  east, 50.00 feet to a point; thence extends north  $22^{\circ}-16'-04''$  west, 553.42 feet to a point on said southerly location line, said point bearing south  $07^{\circ}-16'-04''$  east, 100.00 feet distant from station 519 + 72.06 of said main base line; thence extends south  $82^{\circ}-43'-56''$  west, 50.00 feet along said southerly location line to the point of beginning.

The lines defining the aforesaid taking are further defined by bounds set at angle points and points of curvature.



The aofresaid permanent drainage easement takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file at its office, said plan being entitled:

"Plan for the location of a drainage easement for the Massachusetts Turnpike in the Town of Ludlow, Hampden County as prepared by the Massachusetts Turnpike Authority scale 1" = 50', Date October 25, 1956", an attested copy of which is to be recorded with this Order of Taking in the Registry of Deeds for Hampden County.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
DE-205	Owner Unknown (West Avenue)	0.06	Ac.\$1.00
DE-206	Charles J. & Catherine H. Wikar	0.49	Ac. 1.00
DE-207	Owner Unknown (Tait Street)	0.02	Ac. 1.00
DE-208	Walter & Adelle Zoladz	0.07	Ac. 1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fifth day of December, 1956, (unless otherwise agreed upon).

It is therefore

Voted, That said drainage easements be located and constructed as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow

certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the drainage easement as shown on said plan was taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-fifth day of October, 1956.

William T. Callahan  
CHAIRMAN

Benjamin D. Hunt  
VICE-CHAIRMAN

John R. Kuwer  
MEMBER

MASSACHUSETTS  
TURNPIKE  
AUTHORITY



1958

Ludlow



STATE HIGHWAY LAYOUT #191  
I-90, Mass. Pike, Chicopee line to station 763 location lines.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 68 PAGES 2-49.

INDEXING

STATE HIGHWAY LAYOUT #191

- Image Info SH61021 Ludlow
- Image Info SH61021 Chicopee
- Image Info SH61021 I-90
- Image Info SH61021 Mass. Pike

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 191  
Town of Ludlow  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, acting under the provisions of Section 6, Chapter 354 of the Acts of 1952, on May 8, 1957, did make entry for the purpose of incorporating into the "Massachusetts Turnpike" in the Town of Ludlow, County of Hampden, the lands and rights which were taken by the Commonwealth of Massachusetts through Layout No. 3995, Department of Public Works, dated July 29, 1952 and recorded in the Registry of Deeds for the County of Hampden, in Springfield, in Book 2189 at Page 511 and shown on a plan recorded therewith; as altered by Layout No. 4011, dated November 4, 1952 and recorded in said Registry of Deeds in Book 2210 at Page 127; as altered by Layout No. 4058, dated June 16, 1953 and recorded in said Registry of Deeds in Book 2257 at Page 352, and as altered by Layout No. 4444, dated April 24, 1956 and recorded in said Registry of Deeds in Book 2468 at Page 21.

NOW, THEREFORE, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, duly created by Chapter 354 of the Acts of 1952, acting under Section 6 and/or under any other section and amendment to the aforesaid Chapter 354 of the Acts of 1952 and Chapter 79 of the General Laws, owner in fee simple of the aforesaid lands (excepting Parcels No. E-301, E-302, E-303, E-304, E-304A, and E-305, hereinafter referred to), does hereby declare that the land was incorporated into the Express Toll Highway, known as "Massachusetts Turnpike", as created under the provisions of Chapter 354 of the Acts of 1952, by an entry made on said land on May 8, 1957,



as evidenced by a certificate dated May 8, 1957 and recorded in the Registry of Deeds for the County of Hampden in Book 2542 at Page 158.

For the purpose of constructing, maintaining, repairing and operating as an Express Toll Highway in the Town of Ludlow, County of Hampden, all the land being held in fee simple absolute, including all trees and structures, but not including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication, or pipes for water, sewage, gas and petroleum products, however affixed to the realty located thereon, (with the exception of Parcels Nos. E-301, E-302, E-303, E-304, E-304A, and E-305, in which permanent easements were taken), and being shown on a plan hereinafter referred to, excepting and reserving from the rights under the aforesaid entry for incorporation all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas, gasoline, oil, electricity and for telephone communication now in or upon said premises, but with the provision that all said facilities shall be located under the land or attached to a bridge, with the exception of high tension wires.

The limited right of access to and egress from the express toll highway, hereinafter described, as restricted by Layout No. 3995 of the Department of Public Works, as altered, hereinbefore referred to, are retained, except as may be altered by the Massachusetts Turnpike Authority within the provisions of this Order of Taking No. 191.

The highway incorporated into the Express Toll Highway, known as "Massachusetts Turnpike", consists of two sections, the first or westerly section begins at the dividing line between the Town of



Ludlow and the City of Chicopee and extends in an easterly direction about 1.47 miles to the southwesterly side of Holyoke Street; the second or easterly section begins in the easterly side of North Street and extends in an easterly direction about 3.15 miles to a point about one-half mile easterly of Miller Street.

The main base line of the Express Toll Highway consists of two sections, the first or westerly section begins at a point in the dividing line between the City of Chicopee and the Town of Ludlow, said point being shown on the plan, hereinafter referred to, as station 500 + 69.43 of the main base line. From said point of beginning the main base line extends north  $82^{\circ} - 43' - 56''$  east, 4599.03 feet to a point of tangent shown on said plan as station 546 + 68.46 of said main base line; thence extends north  $82^{\circ} - 43' - 50''$  east, 3059.37 feet to a point of tangent shown on said plan as station 577 + 27.83 of said main base line; thence extends north  $82^{\circ} - 44' - 38''$  east, 100.77 feet to a point at the end of the first or westerly section in the southwesterly side of Holyoke Street, being shown on said plan as station 578 + 28.60 of said main base line. The second or easterly section of the main base line of the express toll highway begins at a point in the easterly street line of North Street, (said point bearing north  $82^{\circ} - 44' - 38''$  east, 1,777.71 feet distant from the aforesaid station 578 + 28.60 of the main base line), said point being shown on the plan as station 596 + 06.31 of said main base line. From said point of beginning the main base line extends north  $82^{\circ} - 44' - 38''$  east, 8213.57 feet to a point of curve shown on said plan as station 678 + 19.88 of said main base line; thence extends in an easterly direction by a curve to the right by 6000.00 feet radius, 4027.06 feet to a point of tangent shown on said plan as station 718 + 46.94 of said main base line; thence extends south  $58^{\circ} - 48' - 02''$  east, 4153.06 feet to a point of tangent shown on said plan as station 760 + 00.00 or station 760 + 15.32 for the line ahead of said main base line; thence extends south  $58^{\circ} - 48' - 02''$  east, 564.00 feet to a point at the end of the second or easterly section being shown on said plan as station 765 + 79.32 of said main base line.

Auxiliary base line "A" of the express toll highway begins at a point in West Street, being shown on the plan, hereinafter referred to, as station 16 + 00.00 of said auxiliary base line "A"; thence extends north  $0^{\circ} - 37' - 26''$  east, 771.77 feet to a point of curve, shown on said plan as station 23 + 71.77 of said auxiliary base line "A"; thence extends in a northerly direction by a curve to the left of 2000.00 feet radius, 528.23 feet to a point shown on said plan as station 29 + 00.00 of said auxiliary base line "A".

Note: Station 20 + 08.57 of said auxiliary base line "A" is identical with station 518 + 34.16 of the main base line of the express toll highway, hereinbefore described.



Auxiliary base line "B" of the express toll highway begins at a point in East Street, being shown on the plan, hereinafter referred to, as station 10 + 01.51 of said auxiliary base line "B"; thence extends north  $61^{\circ} - 19' - 09''$  east, 1267.51 feet to a point of curve, shown on said plan as station 22 + 69.02 of said auxiliary base line "B"; thence extends in an easterly direction by a curve to the right of 1580.00 feet radius, 813.50 feet to a point of tangent shown on said plan as station 30 + 82.52 of said auxiliary base line "B"; thence extends south  $89^{\circ} - 10' - 51''$  east, 717.48 feet to a point shown on said plan as station 38 + 00.00 of said auxiliary base line "B".

Note: Station 20 + 00.00 of said auxiliary base line "B" is identical with station 690 + 66.00 of the main base line of the express toll highway, hereinbefore described.

The northerly location line of the first or westerly section of the express toll highway begins at a point in the dividing line between the City of Chicopee and the Town of Ludlow, said point bearing north  $8^{\circ} - 12' - 35''$  west, 150.02 feet distant from station 500 + 69.43 of the main base line, hereinbefore described; thence extends in an easterly direction 150.00 feet distant from and parallel to said main base line to a point bearing north  $7^{\circ} - 16' - 04''$  west, 150.00 feet distant from station 505 + 28.00 of said main base line; thence extends south  $7^{\circ} - 16' - 04''$  east, 43.50 feet to a point bearing north  $7^{\circ} - 16' - 04''$  west, 106.50 feet distant from station 505 + 28.00 of said main base line; thence extends in an easterly direction 106.50 feet distant from and parallel to said main base line to a point bearing north  $3^{\circ} - 36' - 21''$  west, 106.72 feet distant from station 507 + 38.88 of said main base line; thence extends north  $3^{\circ} - 36' - 21''$  west, 114.00 feet to a point bearing north  $3^{\circ} - 36' - 21''$  west, 220.72 feet distant from station 507 + 38.88 of said main base line; thence extends north  $86^{\circ} - 23' - 39''$  east, 396.18 feet to a point bearing north  $9^{\circ} - 05' - 44''$  west, 195.07 feet distant from station 511 + 54.57 of said main base line, thence extends south  $9^{\circ} - 05' - 44''$  east, 44.99 feet to a point bearing north  $9^{\circ} - 05' - 44''$  west, 150.08 feet distant from station 511 + 54.57 of said main base line; thence extends in an easterly direction 150.00 feet distant and parallel to said main base line to a point bearing north  $0^{\circ} - 37' - 26''$  east, 151.43 feet distant from station 518 + 64.45 of said main base line; thence extends north  $0^{\circ} - 37' - 26''$  east, 207.61 feet to a point shown on said plan as an intermediate bound opposite station 23 + 71.77 of auxiliary base line "A", hereinbefore described, thence extends in a northerly direction by a curve to the left of 2030.00 feet radius, 398.14 feet to a point bearing north  $79^{\circ} - 23' - 12''$  east, 30.00 feet distant from station 27 + 64.03 of said auxiliary base line "A", thence extends in a southeasterly direction by a curve to the left of 140.00 feet radius, 179.54 feet to a point bearing south  $84^{\circ} - 05' - 32''$  east, 138.15 feet distant from station 26 + 69.05 of said auxiliary base line "A"; thence extends south  $84^{\circ} - 05' - 32''$  east, 136.54 feet to a point bearing north  $5^{\circ} - 54' - 28''$  east, 609.61 feet distance from station 520 + 31.35 of said main base line; thence extends south  $5^{\circ} - 54' - 28''$  west, 250.00 feet to a point bearing north  $5^{\circ} - 54' - 28''$



east, 359.61 feet distant from station 520 + 31.35 of said main base line; thence extends south  $84^{\circ} - 05' - 32''$  east, 250.00 feet to a point bearing north  $5^{\circ} - 54' - 28''$  east, 301.08 feet distant from station 522 + 88.11 of said main base line; thence extends south  $5^{\circ} - 54' - 28''$  west, 64.30 feet to a point bearing north  $5^{\circ} - 54' - 28''$  east, 236.78 feet distant from station 522 + 88.11 of said main base line; thence extends south  $68^{\circ} - 48' - 20''$  east, 169.02 feet to a point bearing north  $7^{\circ} - 16' - 04''$  west, 150.00 feet distant from station 524 + 90.68 of said main base line; thence extends in an easterly direction 150.00 feet distant from and parallel to said main base line to a point bearing north  $5^{\circ} - 54' - 28''$  east, 154.06 feet distant from station 531 + 09.74 of said main base line; thence extends north  $5^{\circ} - 54' - 28''$  east, 51.35 feet to a point bearing north  $5^{\circ} - 54' - 28''$  east, 205.41 feet distant from station 531 + 09.74 of said main base line; thence extends in an easterly direction 200.00 feet distant from and parallel to said main base line to a point bearing north  $7^{\circ} - 48' - 40''$  west, 200.01 feet distant from station 562 + 39.43 of said main base line; thence extends south  $7^{\circ} - 48' - 40''$  east, 93.50 feet to a point bearing north  $7^{\circ} - 48' - 40''$  west, 106.51 feet distant from station 562 + 39.43 of said main base line; thence extends in an easterly direction 106.50 feet distant from and parallel to said main base line to a point bearing north  $8^{\circ} - 52' - 40''$  west, 106.54 feet distant from station 568 + 47.76 of said main base line; thence extends north  $8^{\circ} - 52' - 40''$  west, 43.52 feet to a point bearing north  $8^{\circ} - 52' - 40''$  west, 150.06 feet distant from station 568 + 47.76 of said main base line; thence extends in an easterly direction 150.00 feet distant from and parallel to said main base line to a point bearing north  $18^{\circ} - 43' - 50''$  west, 153.05 feet distant from station 577 + 27.83 of said main base line; thence extends south  $18^{\circ} - 43' - 50''$  east, 33.92 feet to a point bearing north  $18^{\circ} - 43' - 50''$  west, 119.13 feet distant from station 577 + 27.83 of said main base line; thence extends south  $54^{\circ} - 05' - 22''$  east, 55.79 feet to a point at the end of northerly location line of the first or westerly section of the express toll highway, said point bearing north  $54^{\circ} - 05' - 22''$  west, 114.86 feet distant from station 578 + 28.60 of said main base line.

The southerly location line of the first or westerly section of the express toll highway begins at a point in the dividing line between the City of Chicopee and the Town of Ludlow, said point bearing south  $8^{\circ} - 12' - 35''$  east, 150.02 feet distant from station 500 + 69.43 of the main base line, hereinbefore described; thence extends in an easterly direction 150.00 feet distant from and parallel to said main base line to a point bearing south  $59^{\circ} - 11' - 05''$  east, 243.19 feet distant from station 503 + 70.30 of said main base line; thence extends north  $60^{\circ} - 13' - 46''$  east, 43.10 feet to a point bearing south  $0^{\circ} - 38' - 04''$  west, 134.78 feet distant from station 506 + 20.06 of said main base line; thence extends north  $82^{\circ} - 43' - 56''$  east, 603.94 feet to a point bearing south  $8^{\circ} - 46' - 24''$  east, 133.54 feet distant from station 512 + 01.96 of said main base line; thence extends south  $8^{\circ} - 46' - 24''$  east, 60.71 feet to a point bearing south  $8^{\circ} - 46' - 24''$  east, 194.25 feet distant from station 512 + 01.96 of said main base line; thence extends north  $81^{\circ} - 13' - 36''$  east, 563.04 feet to a point bearing south  $0^{\circ} - 17' - 25''$  west, 180.95 feet distant from station 517 + 94.16 of said main base line; thence extends north  $0^{\circ} - 17' - 25''$  east, 80.08 feet to a point



bearing south  $0^{\circ} -17' -25''$  west, 100.87 feet distant from station 517 + 94.16 of said main base line; thence extends in an easterly direction 100.00 feet distant from and parallel to said main base line to a point bearing south  $7^{\circ} -16' -04''$  east, 100.00 feet distant from station 520 + 36.72 of said main base line; thence extends north  $77^{\circ} -58' -51''$  east, 78.47 feet to a point bearing south  $5^{\circ} -59' -49''$  east, 93.52 feet distant from station 521 + 17.00 of said main base line; thence extends in an easterly direction 93.50 feet distant from and parallel to said main base line to a point bearing south  $23^{\circ} -31' -13''$  east, 97.39 feet distant from station 549 + 50.00 of said main base line; thence extends south  $89^{\circ} -46' -25''$  east, 356.45 feet to a point bearing south  $3^{\circ} -31' -17''$  east, 140.30 feet distant from station 553 + 39.83 of said main base line; thence extends in an easterly direction 140.00 feet distant from and parallel to said main base line to a point bearing south  $10^{\circ} -40' -37''$  east, 140.25 feet distant from station 574 + 61.50 of said main base line; thence extends north  $74^{\circ} -16' -10''$  east, 443.25 feet to a point at the end of the southerly location line of the first or westerly section of the express toll highway, said point bearing south  $54^{\circ} -05' -22''$  east, 109.25 feet distant from station 578 + 28.60 of said main base line.

The westerly end of the first or westerly section of the express toll highway is defined by a line beginning at a point in the dividing line between the City of Chicopee and the Town of Ludlow, said point bearing south  $8^{\circ} -12' -35''$  east, 150.02 feet distant from station 500 + 69.43 of the main base line, hereinbefore described; thence extends north  $8^{\circ} -12' -35''$  west, 300.04 feet to a point bearing north  $8^{\circ} -12' -35''$  west, 150.02 feet distant from station 500 + 69.43 of said main base line.

The easterly end of the first or westerly section of the express toll highway is defined by a point in the westerly street line of Holyoke Street in the Town of Ludlow, said point bearing south  $54^{\circ} -05' -22''$  east, 109.25 feet distant from station 578 + 28.60 of the main base line, hereinbefore described; thence extends north  $54^{\circ} -05' -22''$  west, 224.11 feet along said street line to a point bearing north  $54^{\circ} -05' -22''$  west, 114.86 feet distant from station 578 + 28.60 of said main base line.

The northerly location line of the second or easterly section of the express toll highway begins at a point in the easterly street line of North Street, said point bearing north  $4^{\circ} -09' -53''$  east, 102.02 feet distant from station 596 + 06.31 of the main base line, hereinbefore described; thence extends in an easterly direction 100.00 feet distant from and parallel to said main base line to a point bearing north  $7^{\circ} -15' -22''$  west, 100.00 feet distant from station 600 + 00.00 of said main base line; thence extends north  $7^{\circ} -15' -22''$  west, 150.00 feet to a point bearing north  $7^{\circ} -15' -22''$  west, 250.00 feet distant from station 600 + 00.00 of said main base line; thence extends in an easterly direction 250.00 feet distant from and parallel to said main base line to a point bearing north  $7^{\circ} -15' -22''$  west, 250.00 feet distant from station 642 + 00.00 of said main base line; thence extends south  $7^{\circ} -15' -22''$  east, 49.00 feet to a point bearing north  $7^{\circ} -15' -22''$  west, 201.00 feet distant from station 642 + 00.00 of said main base



line; thence extends in an easterly direction 201.00 feet distant from and parallel to said main base line to a point bearing north  $49^{\circ} -13' -22''$  west, 270.33 feet distant from station 647 + 05.08 of said main base line; thence extends south  $49^{\circ} -13' -22''$  east, 60.47 feet to a point bearing north  $49^{\circ} -13' -22''$  west, 209.86 feet distant from station 647 + 05.08 of said main base line; thence extends north  $40^{\circ} -47' -53''$  east, 140.56 feet to a point bearing north  $15^{\circ} -24' -16''$  west, 252.55 feet distant from station 647 + 05.08 of said main base line; thence extends in an easterly direction 250.00 feet distant from and parallel to said main base line to a point southerly of and 50.00 radial feet distant opposite station 25 + 30.00 of auxiliary base line "B", hereinbefore described; thence extends in an easterly direction 50.00 feet distant from and parallel to said auxiliary base line "B" to a point bearing south  $0^{\circ} -49' -09''$  west, 50.00 feet distance from station 35 + 98.27 of said auxiliary base line "B"; thence extends south  $0^{\circ} -49' -09''$  west, 21.09 feet to a point bearing south  $0^{\circ} -49' -09''$  west, 71.09 feet distant from station 35 + 98.27 of said auxiliary base line "B"; thence extends south  $82^{\circ} -44' -38''$  west, 92.17 feet to a point bearing south  $14^{\circ} -37' -57''$  west, 86.54 feet distant from station 35 + 27.68 of said auxiliary base line "B"; thence extends south  $14^{\circ} -37' -57''$  west, 103.82 feet to a point bearing south  $14^{\circ} -37' -57''$  west, 190.36 feet distant from station 35 + 27.68 of said auxiliary base line "B"; thence extends south  $7^{\circ} -15' -22''$  east, 221.61 feet to a point bearing north  $18^{\circ} -06' -51''$  east, 200.00 feet distant from station 704 + 76.65 of said main base line; thence extends in a southeasterly direction 200.00 feet distant from and parallel to said main base line to a point bearing north  $25^{\circ} -58' -36''$  east, 200.00 feet distant from station 713 + 00.00 of said main base line; thence extends north  $25^{\circ} -58' -36''$  east, 50.00 feet to a point bearing north  $25^{\circ} -58' -36''$  east, 250.00 feet distant from station 713 + 00.00 of said main base line; thence extends in an easterly direction 250.00 feet distant from and parallel to said main base line to a point bearing north  $31^{\circ} -11' -58''$  east, 250.00 feet distant from station 720 + 23.00 of said main base line; thence extends south  $31^{\circ} -11' -58''$  west, 50.00 feet to a point bearing north  $31^{\circ} -11' -58''$  east, 200.00 feet distant from station 720 + 23.00 of said main base line; thence extends in a southeasterly direction 200.00 feet distant from and parallel to said main base line to a point bearing north  $31^{\circ} -11' -58''$  east, 200.00 feet distant from station 722 + 23.00 of said main base line; thence extends north  $31^{\circ} -11' -58''$  east, 50.00 feet to a point bearing north  $31^{\circ} -11' -58''$  east, 250.00 feet distant from station 722 + 23.00 of said main base line; thence extends in a southeasterly direction 250.00 feet distant from and parallel to said main base line to a point bearing north  $31^{\circ} -11' -58''$  east, 250.00 feet distant from station 734 + 32.00 of said main base line; thence extends south  $31^{\circ} -11' -58''$  west, 15.00 feet to a point bearing north  $31^{\circ} -11' -58''$  east, 235.00 feet distant from station 734 + 32.00 of said main base line; thence extends in a southeasterly direction 235.00 feet distant from and parallel to said main base line to a point at the end of the northerly location line of the second or easterly section of the express toll highway, said point bearing north  $31^{\circ} -11' -58''$  east, 235.00 feet distant from station 765 + 61.75 of said main base line.

The southerly location line of the second or easterly section of the express toll highway begins at a point in the easterly street line



of North Street, said point bearing south  $4^{\circ} -09' -53''$  west, 125.00 feet distant from station 596 + 06.31 of the main base line, hereinbefore described; thence extends north  $72^{\circ} -59' -48''$  east, 221.65 feet to a point bearing south  $7^{\circ} -15' -22''$  east, 85.00 feet distant from station 598 + 00.00 of said main base line; thence extends in an easterly direction 85.00 feet distant from and parallel to said main base line to a point bearing south  $7^{\circ} -15' -22''$  east, 85.00 feet distant from station 602 + 42.10 of said main base line; thence extends north  $7^{\circ} -15' -22''$  west, 10.00 feet to a point bearing south  $7^{\circ} -15' -22''$  east, 75.00 feet distant from station 602 + 42.10 of said main base line; thence extends in an easterly direction 75.00 feet distant from and parallel to said main base line to a point bearing south  $7^{\circ} -15' -22''$  east, 75.00 feet distant from station 605 + 42.10 of said main base line; thence extends south  $7^{\circ} -15' -22''$  east, 175.00 feet to a point bearing south  $7^{\circ} -15' -22''$  east, 250.00 feet distant from station 605 + 42.10 of said main base line; thence extends in an easterly direction 250.00 feet distant from and parallel to said main base line to a point bearing south  $7^{\circ} -15' -22''$  east, 250.00 feet distant from station 647 + 55.15 of said main base line; thence extends north  $40^{\circ} -47' -53''$  east, 71.61 feet to a point bearing south  $22^{\circ} -01' -02''$  east, 209.04 feet distant from station 647 + 55.15 of said main base line; thence extends north  $82^{\circ} -44' -33''$  east, 143.13 feet to a point bearing south  $15^{\circ} -44' -21''$  west, 219.58 feet distant from station 650 + 37.33 of said main base line; thence extends north  $61^{\circ} -14' -53''$  east, 153.88 feet to a point bearing south  $28^{\circ} -45' -07''$  east, 156.64 feet distant from station 650 + 37.33 of said main base line; thence extends south  $28^{\circ} -45' -07''$  east, 112.05 feet to a point bearing south  $28^{\circ} -45' -07''$  east, 268.69 feet distant from station 650 + 37.33 of said main base line; thence extends in an easterly direction 250.00 feet distant from and parallel to said main base line to a point bearing south  $7^{\circ} -15' -22''$  east, 250.00 feet distant from station 654 + 57.68 of said main base line; thence extends north  $61^{\circ} -14' -53''$  east, 300.51 feet to a point bearing south  $28^{\circ} -45' -07''$  east, 150.34 feet distant from station 656 + 82.19 of said main base line; thence extends south  $28^{\circ} -45' -07''$  east, 118.35 feet to a point bearing south  $28^{\circ} -45' -07''$  east, 268.69 feet distant from station 656 + 82.19 of said main base line; thence extends in an easterly direction 250.00 feet distant from and parallel to said main base line to a point bearing south  $7^{\circ} -15' -22''$  east, 250.00 feet distant from station 678 + 19.88 of said main base line; thence extends north  $7^{\circ} -15' -22''$  west, 75.00 feet to a point bearing south  $7^{\circ} -15' -22''$  east, 175.00 feet distant from station 678 + 19.88 of said main base line; thence extends in an easterly direction 175.00 feet distant from and parallel to said main base line to a point bearing south  $32^{\circ} -21' -27''$  east, 204.66 feet distant from station 684 + 08.52 of said main base line, thence extends south  $32^{\circ} -21' -27''$  east, 101.02 feet to a point bearing south  $32^{\circ} -21' -27''$  east, 305.68 feet distant from station 684 + 08.52 of said main base line; thence extends south  $61^{\circ} -25' -33''$  west, 450.00 feet to a point bearing north  $28^{\circ} -34' -27''$  west, 26.20 feet from station 10 + 01.51 of auxiliary base line "B", hereinbefore described; thence extends south  $28^{\circ} -34' -27''$  east, 49.50 feet to a point bearing south  $28^{\circ} -34' -27''$  east 23.30 feet distant from station 10 + 01.51 of said auxiliary base line "B"; thence extends north  $73^{\circ} -53' -10''$  east, 205.46 feet to a point bearing south  $58^{\circ} -03' -10''$



east, 78.03 feet distant from station 11 + 63.73 of said auxiliary base line "B"; thence extends south  $58^{\circ} -03' -10''$  east, 329.59 feet to a point bearing south  $58^{\circ} -03' -10''$  east, 407.62 feet distant from station 11 + 63.73 of said auxiliary base line "B"; thence extends in an easterly and northeasterly direction by a curve to the left of 573.00 feet radius, 840.88 feet to a point bearing south  $37^{\circ} -51' -54''$  west, 493.65 feet distant from station 697 + 43.53 of said main base line; thence extends north  $37^{\circ} -51' -54''$  east, 212.12 feet to a point bearing south  $37^{\circ} -51' -54''$  west, 281.53 feet distant from station 697 + 43.53 of said main base line; thence extends in an easterly direction 250.00 feet distant from and parallel to said main base line to a point bearing south  $31^{\circ} -11' -58''$  west, 250.00 feet distant from station 734 + 65.00 of said main base line; thence extends north  $31^{\circ} -11' -58''$  east, 125.00 feet to a point bearing south  $31^{\circ} -11' -58''$  west, 125.00 feet distant from station 734 + 65.00 of said main base line; thence extends in a southeasterly direction 125.00 feet distant from and parallel to said main base line to a point bearing south  $31^{\circ} -11' -58''$  west, 125.00 feet distant from station 739 + 42.00 of said main base line; thence extends south  $29^{\circ} -46' -18''$  east, 154.56 feet to a point bearing south  $31^{\circ} -11' -58''$  west, 200.00 feet distant from station 740 + 77.14 of said main base line; thence extends in a southeasterly direction 200.00 feet distant from and parallel to said main base line to a point bearing south  $31^{\circ} -11' -58''$  west, 200.00 feet distant from station 748 + 00.00 of said main base line; thence extends north  $31^{\circ} -11' -58''$  east, 30.00 feet to a point bearing south  $31^{\circ} -11' -58''$  west, 170.00 feet distant from station 748 + 00.00 of said main base line; thence extends in a southeasterly direction 170.00 feet distant from and parallel to said main base line to a point bearing south  $31^{\circ} -11' -58''$  west, 170.00 feet distant from station 752 + 00.00 of said main base line; thence extends south  $31^{\circ} -11' -58''$  west, 80.00 feet to a point bearing south  $31^{\circ} -11' -58''$  west, 250.00 feet distant from station 752 + 00.00 of said main base line; thence extends in a southeasterly direction 250.00 feet distant from and parallel to said main base line to a point bearing south  $12^{\circ} -59' -15''$  west, 263.18 feet distant from station 760 + 79.01 of said main base line; thence extends north  $82^{\circ} -12' -54''$  east, 93.34 feet to a point at the end of the southerly location line of the second or easterly section of the express toll highway, said point bearing south  $7^{\circ} -47' -07''$  east, 246.08 feet distant from station 760 + 79.01 of said main base line.

The westerly end of the second or easterly section of the express toll highway is defined by a line beginning at a point in the easterly street line of North Street, said point bearing north  $4^{\circ} -09' -53''$  east, 102.02 feet distant from station 596 + 06.31 of the main base line, hereinbefore described; thence extends south  $4^{\circ} -09' -53''$  west, 227.02 feet along said street line to a point bearing south  $4^{\circ} -09' -53''$  west, 125.00 feet distant from station 596 + 06.31 of said main base line.

The easterly end of the second or easterly section of the express toll highway is defined by a line beginning at a point bearing north  $31^{\circ} -11' -58''$  east, 235.00 feet distant from station 765 + 61.75 of the main base line, hereinbefore described; thence extends south  $80^{\circ} -42' -48''$  west, 192.53 feet to a point bearing north  $82^{\circ} -12' -54''$  east, 174.85 feet distant from station 762 + 79.41 of said main base line; thence extends south  $82^{\circ} -12' -54''$  west, 330.63 feet to a point



bearing south  $7^{\circ} -47' -07''$  east, 126.08 feet distant from station 760 + 79.01 of said main base line; thence extends south  $7^{\circ} -47' -07''$  east, 120.00 feet to a point bearing south  $7^{\circ} -47' -07''$  east, 246.08 feet distant from station 760 + 79.01 of said main base line.

The location lines of the express toll highway hereby located are further defined by bounds set thereon at angle points, points of curvature, and at the westerly and easterly ends of the location lines of both sections hereinbefore described.

Intermediate points are set on both the north and south location lines of both sections, hereinbefore described, opposite station 718 + 46.94 and opposite station 727 + 00.00 of the main base line, hereinbefore described; on said northerly location lines only opposite stations 23 + 71.77 and 26 + 69.05 of auxiliary base line "A" and opposite stations 542, 552, 686, 743, 752 and 759 of said main base line, and on said southerly location lines only opposite stations 614 and 642 of said main base line.

Access to and egress from the express toll highway is restricted being permitted across the location lines and end lines, hereinbefore described, only at the places, for the purposes, and under the conditions hereinafter described:

1. Access to and egress from said express toll highway is allowed, subject to the payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the lines defining the westerly and easterly ends of both sections as hereinbefore described.

2. Access to and egress from said express toll highway is allowed, subject to the payment of tolls and to rules and regulations of the Massachusetts Turnpike Authority, across the hereinbefore described northerly location line between a point bearing north  $7^{\circ} -15' -22''$  west, 250.00 feet distant from station 608 + 05.50 of the main base line, and a point bearing north  $7^{\circ} -15' -22''$  west, 250.00 feet distant from station 625 + 41.65 of said main base line, and across the hereinbefore described southerly location line between a point bearing south  $7^{\circ} -15' -22''$  east, 250.00 feet distant from station 622 + 38.00 of said main base line and a point bearing south  $7^{\circ} -15' -22''$  east, 250.00 feet distant from station 633 + 00.00 of said main base line.



3. Access to and egress from said express toll highway is allowed, subject to the rules and regulations of the Massachusetts Turnpike Authority, across the hereinbefore described northerly location line between a point bearing north  $7^{\circ} -15' -22''$  west, 250.00 feet distant from station 657 + 49.83 of the main base line, hereinbefore described, and a point bearing north  $7^{\circ} -15' -22''$  west, 250.00 feet distant from station 674 + 50.00 of said main base line, and across the hereinbefore described southerly location line between a point bearing south  $7^{\circ} -15' -22''$  east, 250.00 feet distant from station 664 + 60.00 of said main base line and a point bearing south  $5^{\circ} -59' -06''$  east, 175.00 feet distant from station 679 + 53.00 of said main base line.

4. Access is granted to cross the northerly and southerly location lines, hereinbefore described, for the purpose of permitting the public to use underpasses at the following places: West Street, Parcel No. E-301; Chapin Street, Parcel No. E-303; East Street, Parcel No. E-304; and Miller Street, Parcel No. E-305, all hereinafter referred to, within the limits of the existing location lines of said streets as of the Eighth of May, 1957.

Included in the aforesaid entry for incorporation are five parcels of land taken in fee simple, two parcels located southerly of and abutting the hereinbefore described southerly location line, being shown on the plan, hereinafter referred to, as Parcels P.D. 110 and P.D. 111, and three parcels located northerly of and abutting the hereinbefore described northerly location line, being shown on said plan as Parcels P.D. 112, P.D. 113, and P.D. 114, and are more fully described as follows:

Parcel P.D. 110 is a triangular shaped tract of land abutting the aforesaid southerly location line and begins at a point in said southerly location line, said point bearing south  $59^{\circ} -11' -05''$  east, 243.19 feet distant from station 503 + 70.30 of the main base line,



hereinbefore described; thence extends south  $59^{\circ} -11' -05''$  east, 43.00 feet to a point bearing south  $59^{\circ} -11' -05''$  east, 286.19 feet distant from station 503 + 70.30 of said main base line; thence extends north  $0^{\circ} -38' -04''$  east, 43.43 feet to a point in said southerly location line, said point bearing south  $0^{\circ} -38' -04''$  west, 134.78 feet distant from station 506 + 20.06 of said main base line; thence extends south  $60^{\circ} -13' -46''$  west, 43.10 feet along said southerly location line to the point of beginning. The provisions of no access across said southerly location line of the aforesaid Layouts No. 3995 and 4444 do not apply between a point bearing south  $59^{\circ} -11' -05''$  east, 243.19 feet distant from station 503 + 70.30 of said main base line; thence extending south  $59^{\circ} -11' -05''$  east, 43.00 feet to a point bearing south  $59^{\circ} -11' -05''$  east, 286.19 feet distant from station 503 + 70.30 of said main base line; thence extending north  $0^{\circ} -38' -04''$  east to a point in said southerly location line, said point bearing south  $0^{\circ} -38' -04''$  west, 134.78 feet distant from station 506 + 20.06 on said main base line, said restriction being removed in favor of the restriction imposed herein in the altered southerly location line.

Parcel P.D. 111 is a tract of land abutting the aforesaid southerly location line and begins at a point in said southerly location line, said point bearing south  $16^{\circ} -46' -11''$  east, 135.36 feet distant from station 510 + 74.16 of the main base line, hereinbefore described; thence extends in an easterly direction along said southerly location line to a point bearing south  $8^{\circ} -46' -24''$  east, 133.54 feet distant from station 512 + 01.96 of said main base line; thence extends south  $8^{\circ} -46' -24''$  east, 60.71 feet along said southerly location line to a point bearing south  $8^{\circ} -46' -24''$  east, 194.25 feet distant from station 512 + 01.96 of said main base line; thence extends south  $81^{\circ} -13' -36''$  west, 100.44 feet to a point bearing south  $16^{\circ} -46' -11''$  east, 196.66 feet distant from station 510 + 74.16 of said main base line; thence extends north  $16^{\circ} -46' -11''$  west, 61.30 feet to the point of beginning. The two last described lines abutt on Russell Street and the no access provisions across the southerly location line of the aforesaid Layout No. 4444 do no longer apply, said restriction being removed in favor of the restriction imposed herein on the altered southerly location line.

Parcel P.D. 112 is a tract of land 100.00 feet in width, abutting the aforesaid northerly location, is a portion of East Street, as relocated, and begins at two points in said northerly location line, one point bearing north  $25^{\circ} -03' -16''$  west, 50.00 feet distant from station 23 + 69.02 of auxiliary base line "B", hereinbefore described, the other point bearing in a southeasterly direction, 50.00 radial feet distant from station 25 + 30.00 of said auxiliary base line "B", thence extends in a northeasterly and easterly direction along said northerly location line, each side 50.00 feet distant from and parallel to said auxiliary base line "B" to two points at the end, one point being in said northerly location line, said point bearing south  $0^{\circ} -49' -09''$  west, 50.00 feet distant from station 35 + 98.27 of said auxiliary base line "B", the other point bearing north  $0^{\circ} -49' -09''$  east, 50.00 feet distant from station 35 + 98.27 of said auxiliary base line "B". The provisions of no access across said northerly location line of the aforesaid Layout No. 3995 do not apply between a point bearing north  $25^{\circ} -03' -16''$  west, 50.00 feet distant from station 23 + 69.02 of said auxiliary base line "B", and a



point bearing north  $0^{\circ} -49' -09''$  east, 50.00 feet distant from station 35 + 98.27 of said auxiliary base line "B", said restriction being removed in favor of the restriction imposed herein on the altered northerly location line.

Parcel P.D. 113 is an oblong shaped tract of land abutting the aforesaid northerly location line and begins at a point in said northerly location line, said point bearing north  $31^{\circ} -11' -58''$  east, 250.00 feet distant from station 720 + 23.00 of the main base line, hereinbefore described, thence extends south  $31^{\circ} -11' -58''$  west, 50.00 feet along said northerly location line to a point bearing north  $31^{\circ} -11' -58''$  east, 200.00 feet distant from station 720 + 23.00 of said main base line; thence extends in a southeasterly direction 200.00 feet distant from and parallel to said main base line, along said northerly location line to a point bearing north  $31^{\circ} -11' -58''$  east, 200.00 feet distant from station 722 + 23.00 of said main base line; thence extends north  $31^{\circ} -11' -58''$  east, 50.00 feet along said northerly location line to a point bearing north  $31^{\circ} -11' -58''$  east, 250.00 feet distant from station 722 + 23.00 of said main base line; thence extends in a northwesterly direction 250.00 feet distant from and parallel to said main base line to the point of beginning. The provisions of no access across said northerly location line of the aforesaid Layout No. 3995 do not apply between a point bearing north  $31^{\circ} -11' -58''$  east, 250.00 feet distant from station 720 + 23.00 of said main base line and a point bearing north  $31^{\circ} -11' -58''$  east, 250.00 feet distant from station 722 + 23.00 of said main base line, said restriction being removed in favor of the restriction imposed herein on the altered northerly location line.

Parcel P.D. 114 is an oblong shaped tract of land 15.00 feet in width, abutting the aforesaid northerly location line and begins at a point in said northerly location line, said point bearing north  $31^{\circ} -11' -58''$  east, 250.00 feet distant from station 734 + 32.00 of the main base line, hereinbefore described; thence extends south  $31^{\circ} -11' -58''$  west, 15.00 feet along said northerly location line to a point bearing north  $31^{\circ} -11' -58''$  east, 235.00 feet distant from station 734 + 32.00 of said main base line; thence extends in a southeasterly direction along said northerly location line 235.00 feet distant from and parallel to said main base line to a point in the easterly end line of the second or easterly section, hereinbefore described, said point bearing north  $31^{\circ} -11' -58''$  east, 235.00 feet distant from station 765 + 61.75 of said main base line; thence extends north  $80^{\circ} -42' -48''$  east, 23.10 feet to a point bearing north  $31^{\circ} -11' -58''$  east, 250.00 feet distant from station 765 + 79.32 of said main base line; thence extends in a northwesterly direction 250.00 feet distant from and parallel to said main base line to the point of beginning. The provisions of no access across said northerly location line of the aforesaid Layout No. 3995 do not apply between a point bearing north  $31^{\circ} -11' -58''$  east, 250.00 feet distant from station 734 + 32.00, of said main base line, thence extends in a southeasterly direction 250.00 feet distant from and parallel to said main base line to a point bearing north  $31^{\circ} -11' -58''$  east, 250.00 feet distant from station 765 + 79.32 of said main base line; thence extends south  $80^{\circ} -42' -48''$  west, 23.10 feet to a point bearing north  $31^{\circ} -11' -58''$  east, 235.00 feet distant from station 765 + 61.75 of said main base line, said restriction being removed in favor of the restriction imposed herein on the altered northerly location line.



A permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Express Toll Highway Incorporation, hereinbefore described, being designated and shown on the plan, hereinafter referred to, as Parcel No. E-301, (West Street), said easement consisting of the right to construct, maintain, repair and operate an express toll highway in and over said land. Said land shall remain subject to any lawful use by the public, by means of an underpass and appurtenant structures in and over said land which will not interfere with the construction, maintenance, repair and operation of the aforesaid express toll highway.

A ~~permanent~~ easement is hereby taken in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Express Toll Highway Incorporation, hereinbefore described, and designated on the plan, hereinafter referred to, as Parcel No. E-302, (Davis Street), said easement consisting of the right to construct, maintain, repair and operate an express toll highway in and over said land.

A permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Express Toll Highway Incorporation, hereinbefore described, and designated on the plan, hereinafter referred to, as Parcel No. E-303, (Chapin Street), said easement consisting of the right to construct, maintain, repair and operate an express toll highway in and over said land. Said land shall remain subject to any lawful use by the public, by means of an underpass and appurtenant structures in and over said land which will not interfere with the construction, maintenance, repair and operation of the aforesaid express toll highway.



A permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Express Toll Highway Incorporation, hereinbefore described, and designated on the plan, hereinafter referred to, as Parcel No. E-304, (East Street), said easement consisting of the right to construct, maintain, repair and operate an express toll highway in and over said land. Said land shall remain subject to any lawful use by the public, by means of an underpass and appurtenant structures in and over said land which will not interfere with the construction, maintenance, repair and operation of the aforesaid express toll highway.

A permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Express Toll Highway Incorporation, hereinbefore described, and designated on the plan, hereinafter referred to, as Parcel No. E-304A, (East Street), said easement consisting of the right to construct, maintain, repair and operate an express toll highway in and over said land.

A permanent easement is hereby taken in behalf of the Massachusetts Turnpike Authority, in a parcel of land included within the limits of the Express Toll Highway Incorporation, hereinbefore described, and designated on the plan, hereinafter referred to, as Parcel No. E-305, (Miller Street), said easement consisting of the right to construct, maintain, repair and operate an express toll highway in and over said land. Said land shall remain subject to any lawful use by the public, by means of an underpass and appurtenant structures in and over said land which will not interfere with the construction, maintenance, repair and operation of the aforesaid express toll highway.



An easement is hereby granted on the land hereinafter described, being designated and shown on the plan, hereinafter referred to, as Parcel EG-210, being owned in fee simple absolute by the Massachusetts Turnpike Authority. Along with the rights reserved in Parcel E-304, hereinbefore referred to, being within the limits of said Parcel EG-210, the easement consists of the right for any lawful use by the public, by means of an underpass and appurtenant structures over said land along with East Street, as relocated.

Parcel EG-210 is described as follows: Beginning at a point in the southerly location line, hereinbefore referred to, said point bearing north  $28^{\circ} - 34' - 27''$  west, 26.20 feet distant from station  $10 + 01.51$  of auxiliary base line "B", hereinbefore described; thence extends north  $61^{\circ} - 25' - 33''$  east, 450.00 feet to a point bearing south  $32^{\circ} - 21' - 27''$  east, 305.68 feet distant from station  $684 + 08.52$  of the main base line, hereinbefore described; thence extends in a northeasterly direction, 25.00 feet distant from and parallel to said auxiliary base line "B" to a point bearing north  $25^{\circ} - 03' - 16''$  west, 25.00 feet distant from station  $23 + 69.02$  of said auxiliary base line "B"; thence extends north  $25^{\circ} - 03' - 16''$  west, 25.00 feet to a point in the northerly location line, hereinbefore described, said point bearing north  $25^{\circ} - 03' - 16''$  west, 50.00 feet distant from station  $23 + 69.02$  of said auxiliary base line "B"; thence extends south  $80^{\circ} - 18' - 36''$  east, 189.39 feet along said northerly location line to a point bearing southerly of and 50.00 radial feet distant from station  $25 + 30.00$  of said auxiliary base line "B"; thence extends south  $76^{\circ} - 53' - 44''$  west, 159.07 feet to a point bearing south  $25^{\circ} - 03' - 16''$  east, 25.00 feet distant from station  $23 + 69.02$  of said auxiliary base line "B"; thence extends in a southwesterly direction 25.00 feet distant from and parallel to said auxiliary base line "B" to a point bearing south  $28^{\circ} - 40' - 51''$  east, 25.00 feet distant from station  $17 + 00.00$  of said auxiliary base line "B"; thence extends south  $28^{\circ} - 40' - 51''$  east, 25.00 feet to a point bearing south  $28^{\circ} - 40' - 51''$  east, 50.00 feet distant from station  $17 + 00.00$  of said auxiliary base line "B"; thence extends in a southeasterly direction 50.00 feet distant from and parallel to said auxiliary base line "B" to a point bearing south  $28^{\circ} - 40' - 51''$  east, 50.00 feet distant from station  $12 + 02.00$  of said auxiliary base line "B"; thence extends south  $28^{\circ} - 40' - 51''$  east, 18.00 feet to a point in said southerly location line, said point bearing south  $28^{\circ} - 40' - 51''$  east, 68.00 feet distant from station  $12 + 02.00$  of said auxiliary base line "B"; thence extends south  $73^{\circ} - 53' - 10''$  west, 205.46 feet along said southerly location line to a point bearing south  $28^{\circ} - 34' - 27''$  east, 23.30 feet distant from station  $10 + 01.51$  of said auxiliary base line "B"; thence extends north  $28^{\circ} - 34' - 27''$  west, 49.50 feet along said southerly location line to the point of beginning.

Free access across the northerly location line, hereinbefore described, where said Parcel EG-210 abutts said northerly location line,



is allowed by the public for all lawful purposes.

The northwesterly and southeasterly sides of Parcel EG-210 ~~are~~ subject to the no access provisions, hereinbefore provided, excepting the rights hereinbefore reserved for residential purposes only.

An easement granted to the Socony Vacuum Oil Company in the aforesaid Layout No. 3995, as altered by the aforesaid Layout No. 4011, is hereby reserved for the benefit of Socony Mobil Oil Company, Inc., its successors and assigns, subject, however, to the rules and regulations of the Massachusetts Turnpike Authority. The access granted to cross the northerly location line, hereinbefore described, in the aforesaid Layout No. 4011, at Chapin Street near Station 646 of the main base line, hereinbefore described, and westerly of East Street relocated near station 691 of said main base line, no longer applies.

Two easements granted to the City of Springfield in the aforesaid Layout No. 3995, one (1) near station 501 of the main base line, hereinbefore described and one (1) near station 542 of said main base line, are hereby reserved, subject, however, to the rules and regulations of the Massachusetts Turnpike Authority. The access granted to cross the northerly and southerly location lines, hereinbefore described, no longer apply.

An easement granted to the Western Massachusetts Electric Company, its successors and/or assigns, by the aforesaid Layout No. 3995, near station 695 of the main base line, hereinbefore described, is hereby reserved, subject, however, to the rules and regulations of the Massachusetts Turnpike Authority. The access granted to cross the southerly location line opposite station 658 of said main base line no longer applies.

An easement granted to the Ludlow Manufacturing Sales Company,



now held by the Western Massachusetts Electric Company, its successors and/or assigns, by the aforesaid Layout No. 3995, near station 723 of the main base line hereinbefore described is hereby reserved, subject, however, to the rules and regulations of the Massachusetts Turnpike Authority. The access granted to cross the northerly and southerly location lines, hereinbefore described, no longer applies.

Access rights to cross the southerly location line, hereinbefore described, for residential purposes only, to and from East Street, granted by the aforesaid Layout No. 3995, are hereby reserved, at the following places, subject, however, to the rules and regulations of the Massachusetts Turnpike Authority.

On the northwesterly side of East Street:

Opposite stations 14+50 and 14+30 of auxiliary base line "B", hereinbefore described;

Opposite stations 13+50 and 13+30 of said auxiliary base line "B";

Opposite stations 13+00 and 12+78 of said auxiliary base line "B";

Opposite stations 11+72 and 11+06 of said auxiliary base line "B"; and

Opposite station 10+20 and a point bearing north  $28^{\circ} - 34' - 27''$  west, 26.20 feet distant from station 10+01.51 of said auxiliary base line "B".

On the southeasterly side of East Street:

Between a point bearing south  $28^{\circ} - 34' - 27''$  east, 23.30 feet distant from station 10+01.51 of said auxiliary base line "B" and a point about opposite station 12+02.00 of said auxiliary base line "B".

The Express Toll Highway Incorporation hereinbefore described, is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority and on file in its office, said plan being entitled: "Plan for the location of an Express Toll Highway known as 'Massachusetts Turnpike' in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale 40 feet to the inch, date September 25, 1958", an attested copy of which is to be



recorded with this Order of Taking in the Registry of Deeds and in the Land Court Recording Office for the County of Hampden, in Springfield.

A parcel of land included in this incorporation is registered land, being on the southwest side of Chapin Street and is shown on the plan herein referred to near station 647 of the main base line, hereinbefore described, and is registered in the Land Court Recording Office for the County of Hampden, in Springfield, as follows:

<u>Owner</u>	<u>Book</u>	<u>Page</u>	<u>Certificate</u>
Commonwealth of Massachusetts Department of Public Works	33 Case No. 21014	140	6580

A deed from the Commonwealth of Massachusetts through its Department of Public Works to the Massachusetts Turnpike Authority, dated September 10, 1957 and recorded in the Registry of Deeds for the County of Hampden in Book 2626 at Page 344 consisting of all the right, title and interest of the Commonwealth of Massachusetts in the premises hereinbefore described and as described and shown on the plan, hereinafter referred to, confirmed the entry and incorporation of said premises made by the Massachusetts Turnpike Authority on May 8, 1957, said entry being shown by a certificate of entry and incorporation recorded in said Registry of Deeds in Book 2542 at Page 158.

For damages sustained by persons in their property by reason of the aforesaid incorporation, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owners</u>	<u>Area</u>	<u>Award</u>
E-301	Owner Unknown (West Street)	About 0.40 Ac.	\$1.00
E-302	Owner Unknown (Davis Street)	About 0.20 Ac.	1.00
E-303	Owner Unknown (Chapin Street)	About 0.58 Ac.	1.00
E-304	Owner Unknown (East Street)	About 1.30 Ac.	1.00
E-304A	Owner Unknown (East Street)	About 1.50 Ac.	1.00
E-305	Owner Unknown (Miller Street)	About 0.77 Ac.	1.00



The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore,

Voted, that the express toll highway be located as described herein and as described and shown on said plan, and that the rights to the City of Springfield, Socony Mobil Oil Company, Inc., Western Massachusetts Electric Company and abutters to East Street be reserved; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners for the County of Hampden and in the office of the Clerk of the Town of Ludlow, copies of this Order of Taking along with copies of said plan signed by at least a majority of the members of the Massachusetts Turnpike Authority, acting under the provisions of Section 6 of Chapter 354 of the Acts of 1952 into and for an Express Toll Highway known as "Massachusetts Turnpike" or as an alteration and/or relocation thereof in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this      twenty-fifth      day of September, 1958.

\_\_\_\_\_  
Chairman

*Benjamin N. Gant*

\_\_\_\_\_  
Vice Chairman

*John R. Kuiper*

\_\_\_\_\_  
Member

MASSACHUSETTS  
TURNPIKE  
AUTHORITY

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 191

Hampden SS.

~~XXXXX~~/Town Ludlow

October 17, 19 58 1:30 P.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated September 25, 19 58, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~XXXXXX~~ town of Ludlow, as shown on said plan.

Attest:  


Clerk of Courts



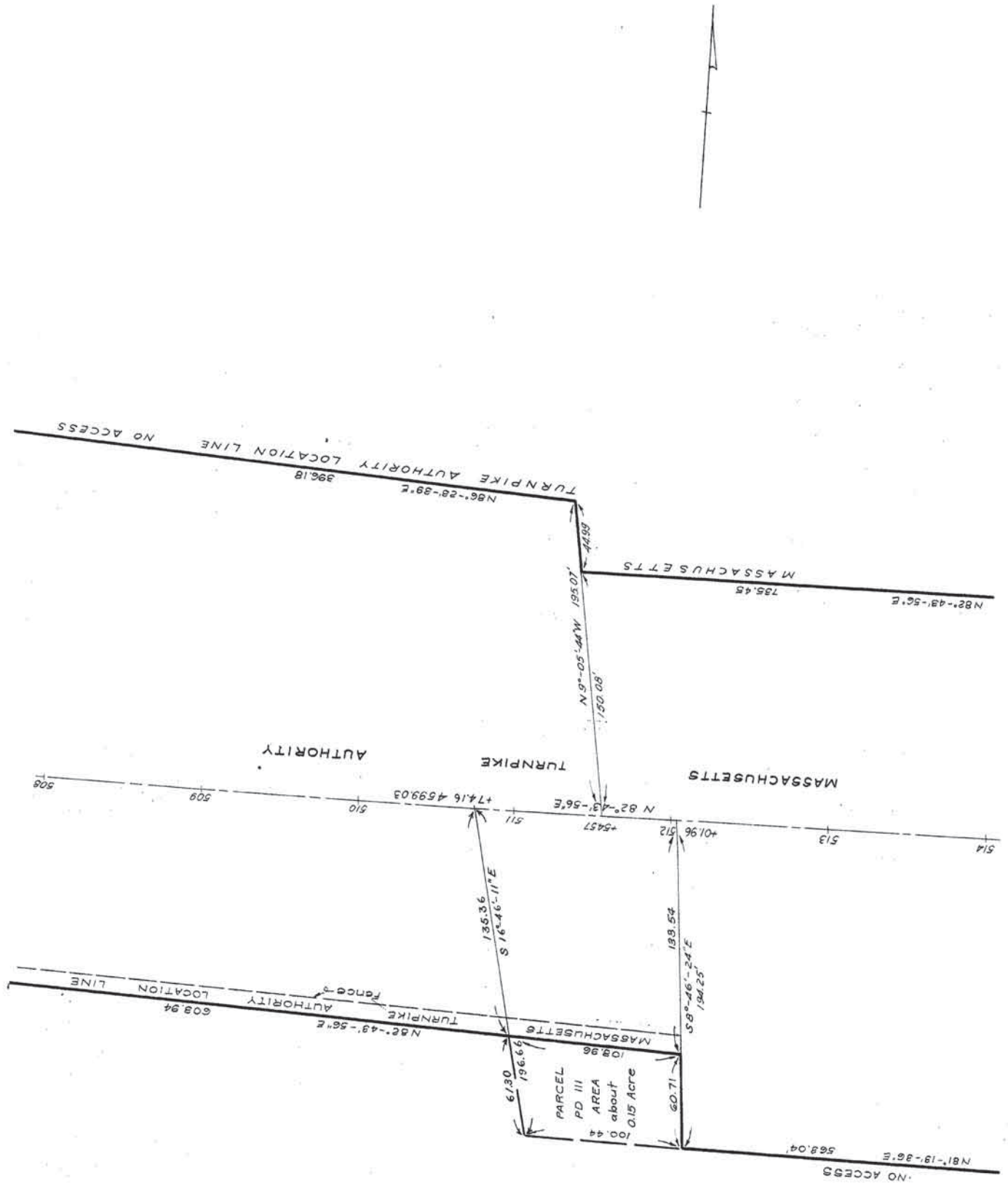
LUDLOW Sheet 1 of 27



CHAIRMAN  
VICE CHAIRMAN  
MEMBER  
MASSACHUSETTS TURNPIKE AUTHORITY  
APPROVED  
HOWARD NEEDLES TAMMEN & BERGENDORF

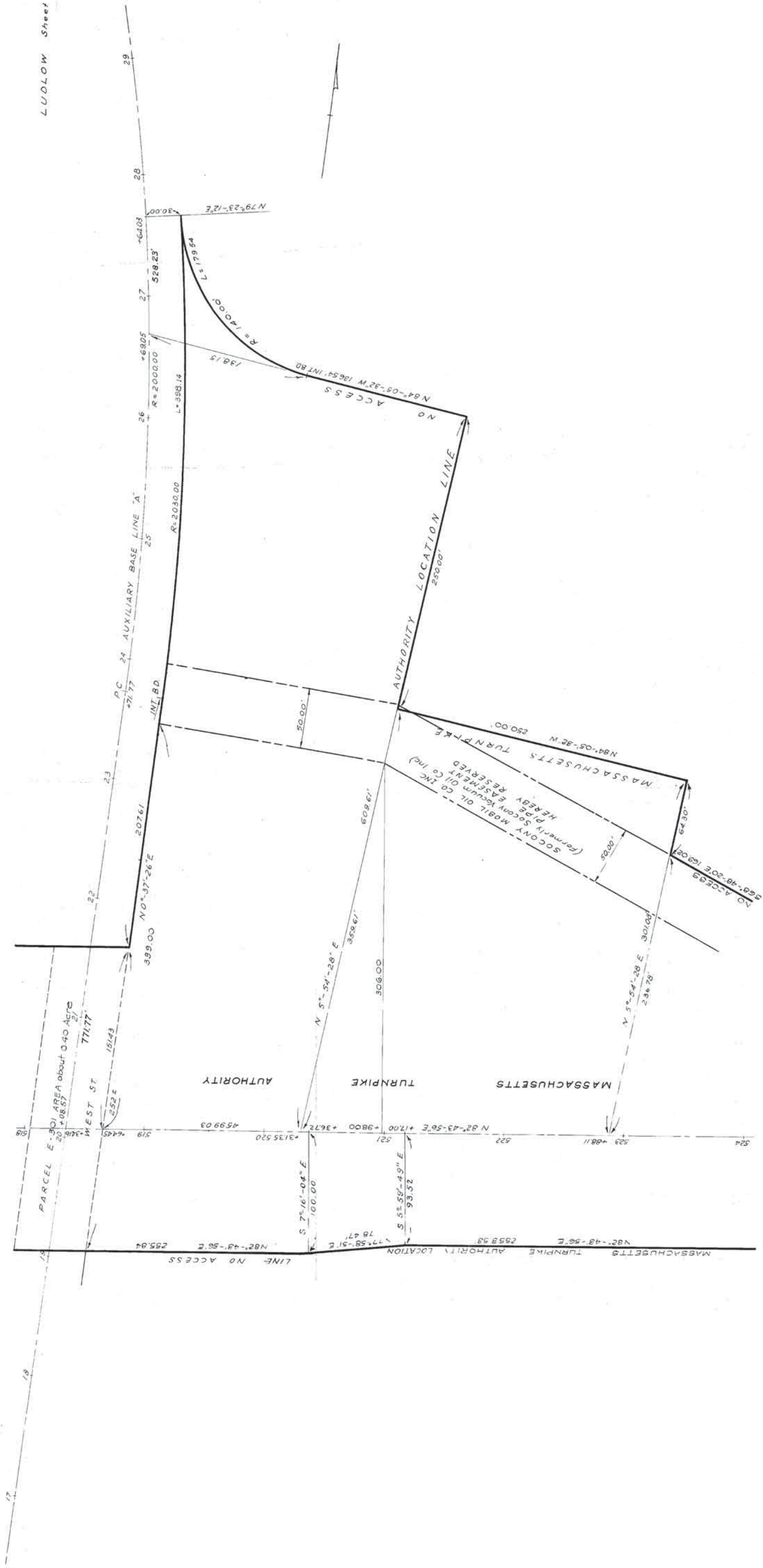
PH Karpus  
CHIEF ENGINEER

Sept. 25, 1958  
DATE







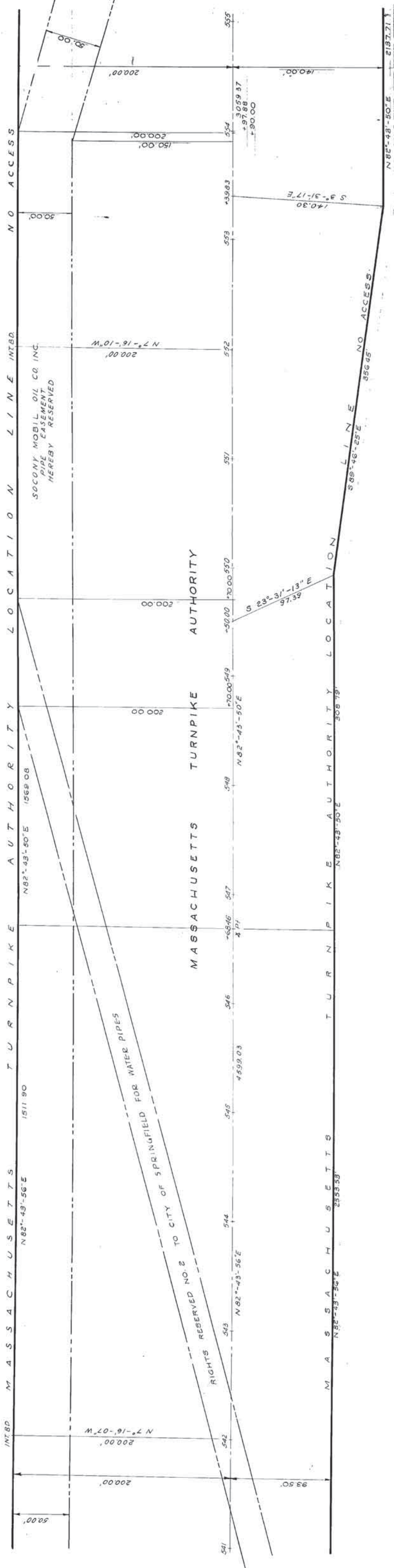


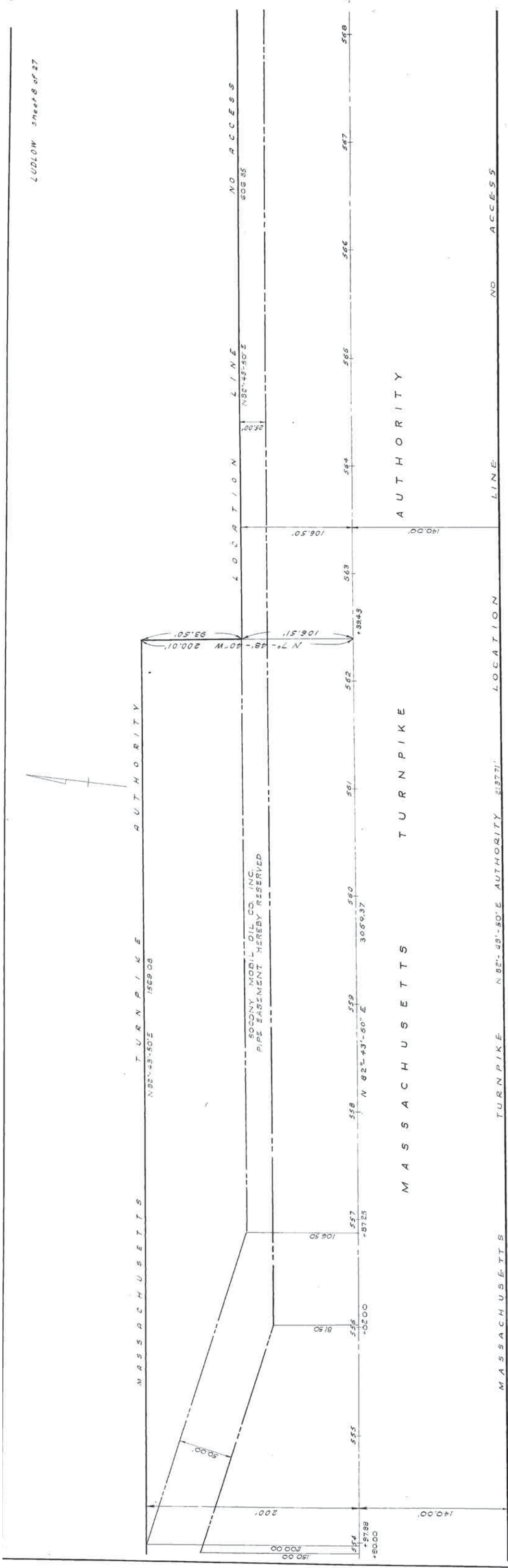
















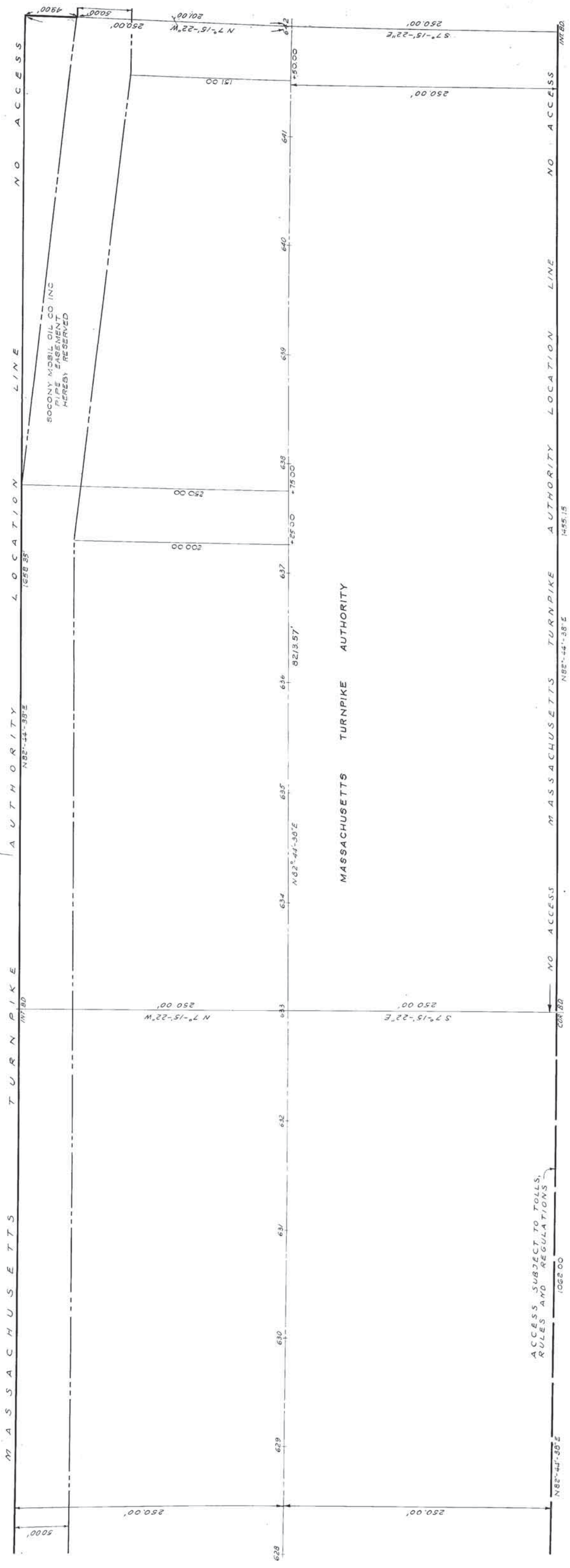


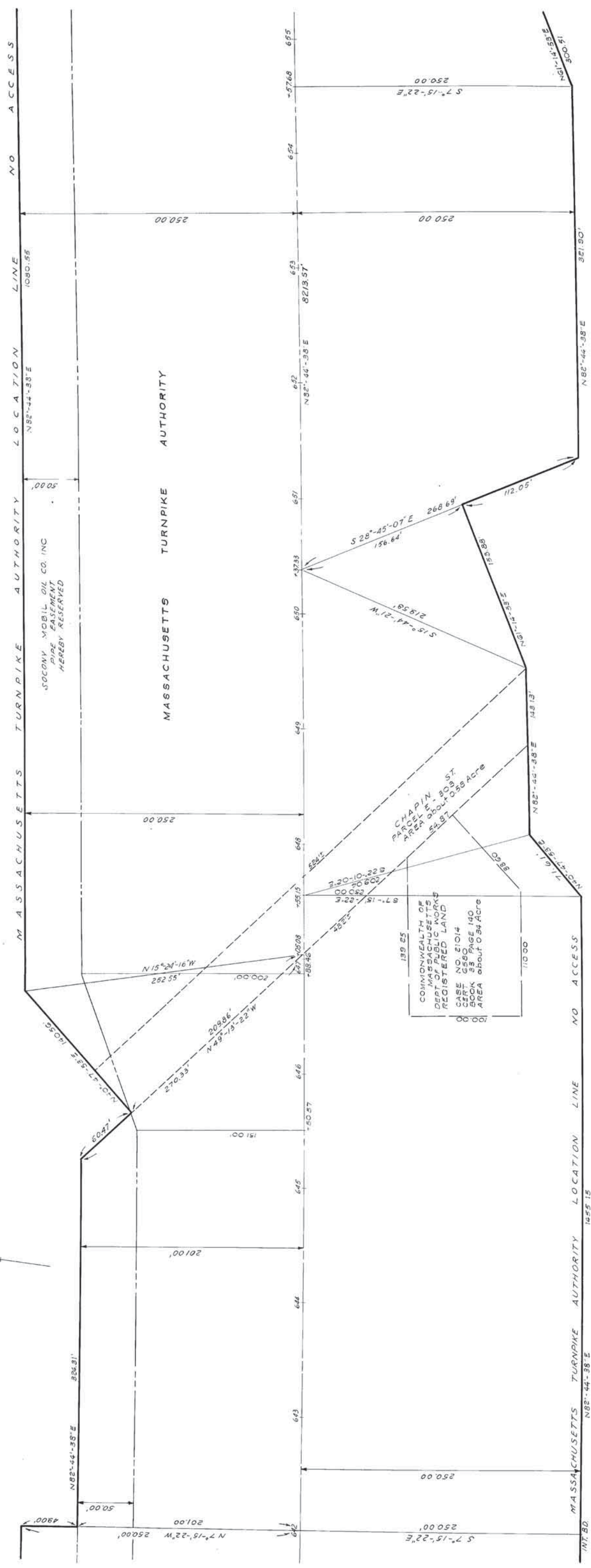




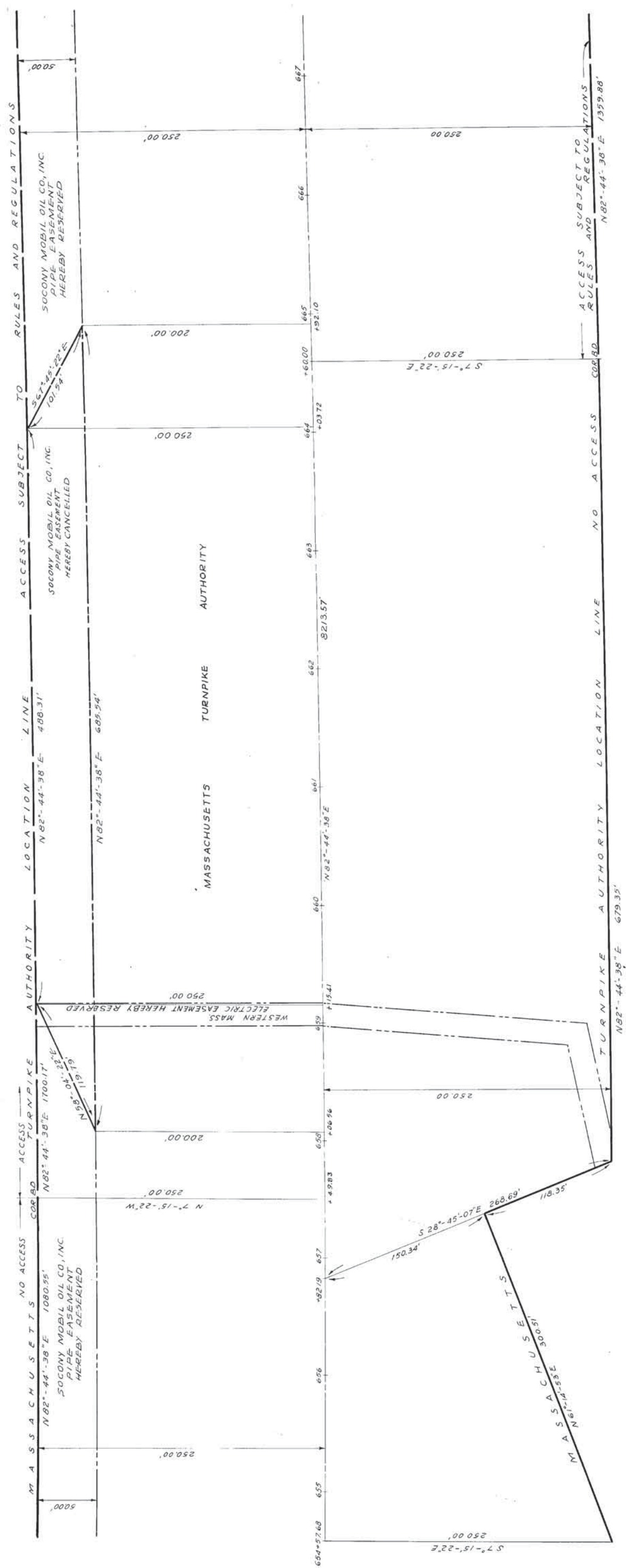






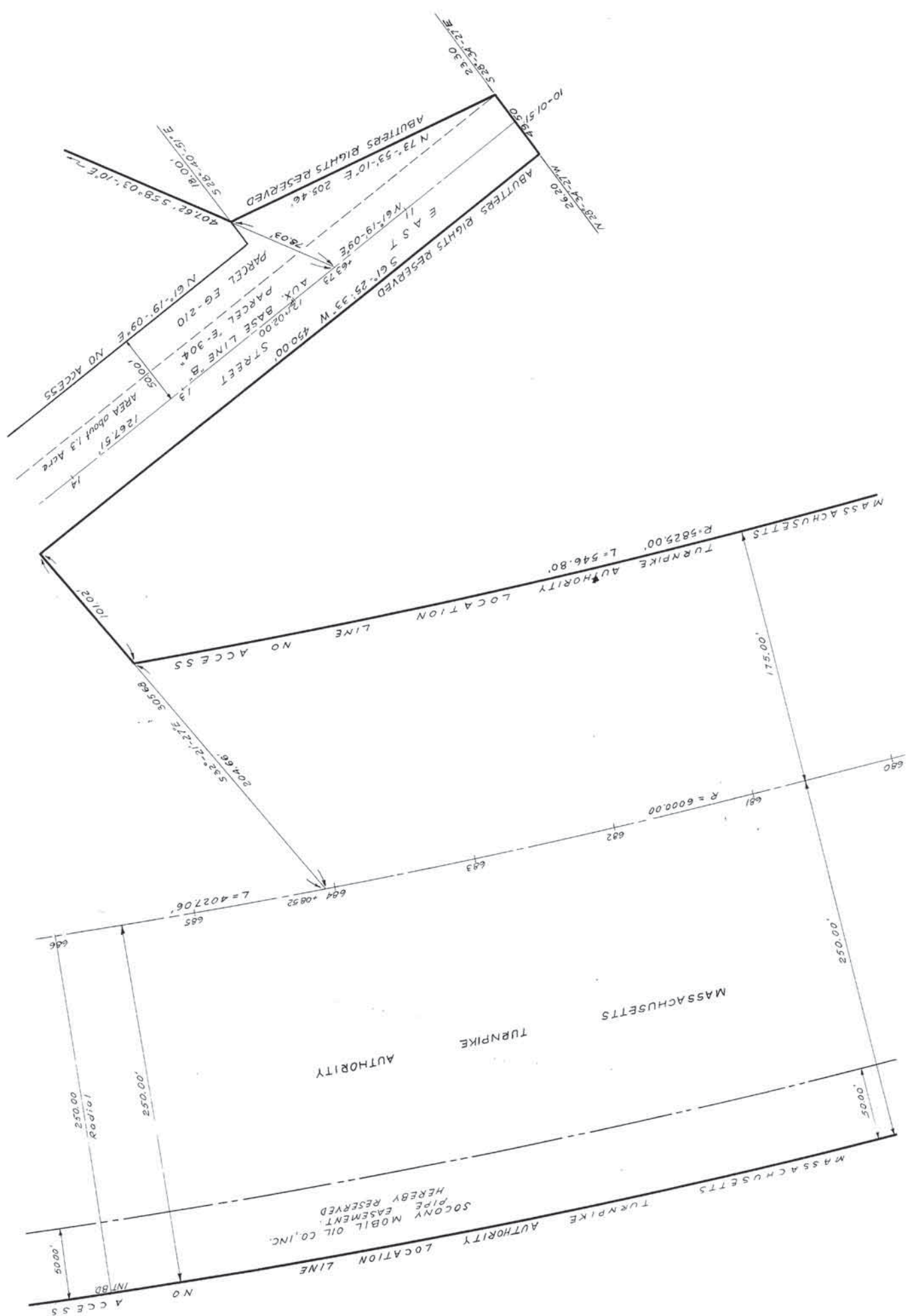


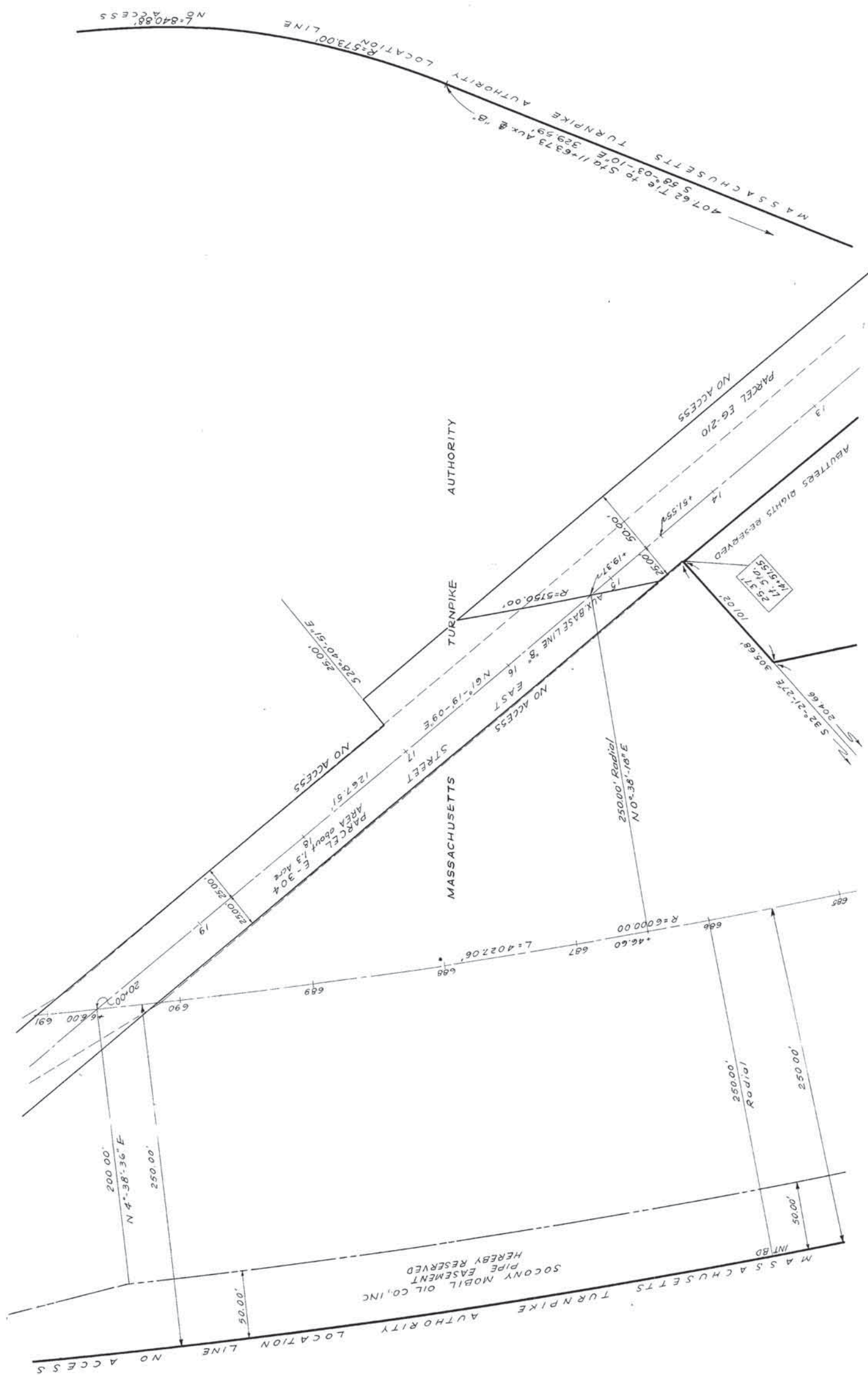




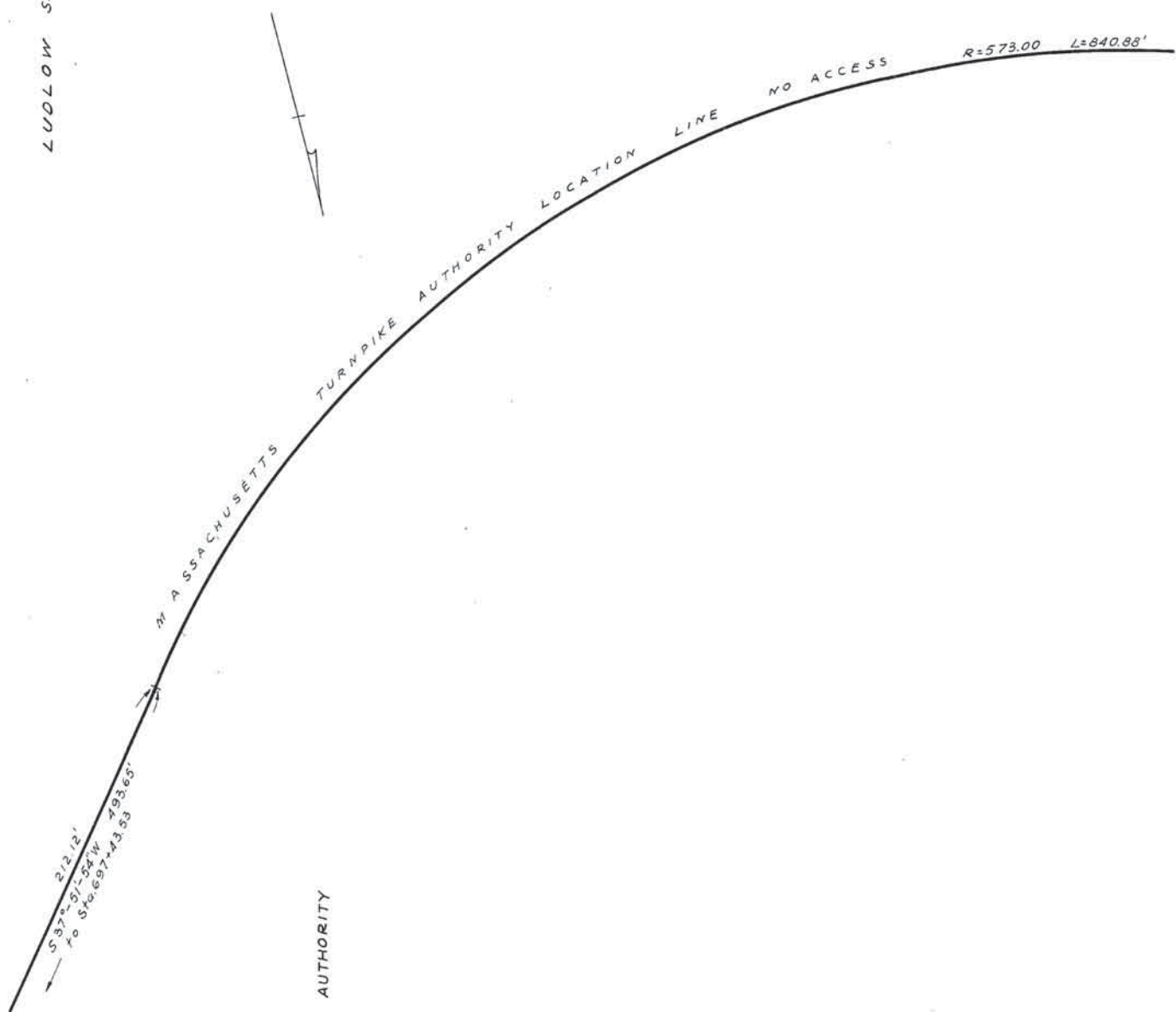


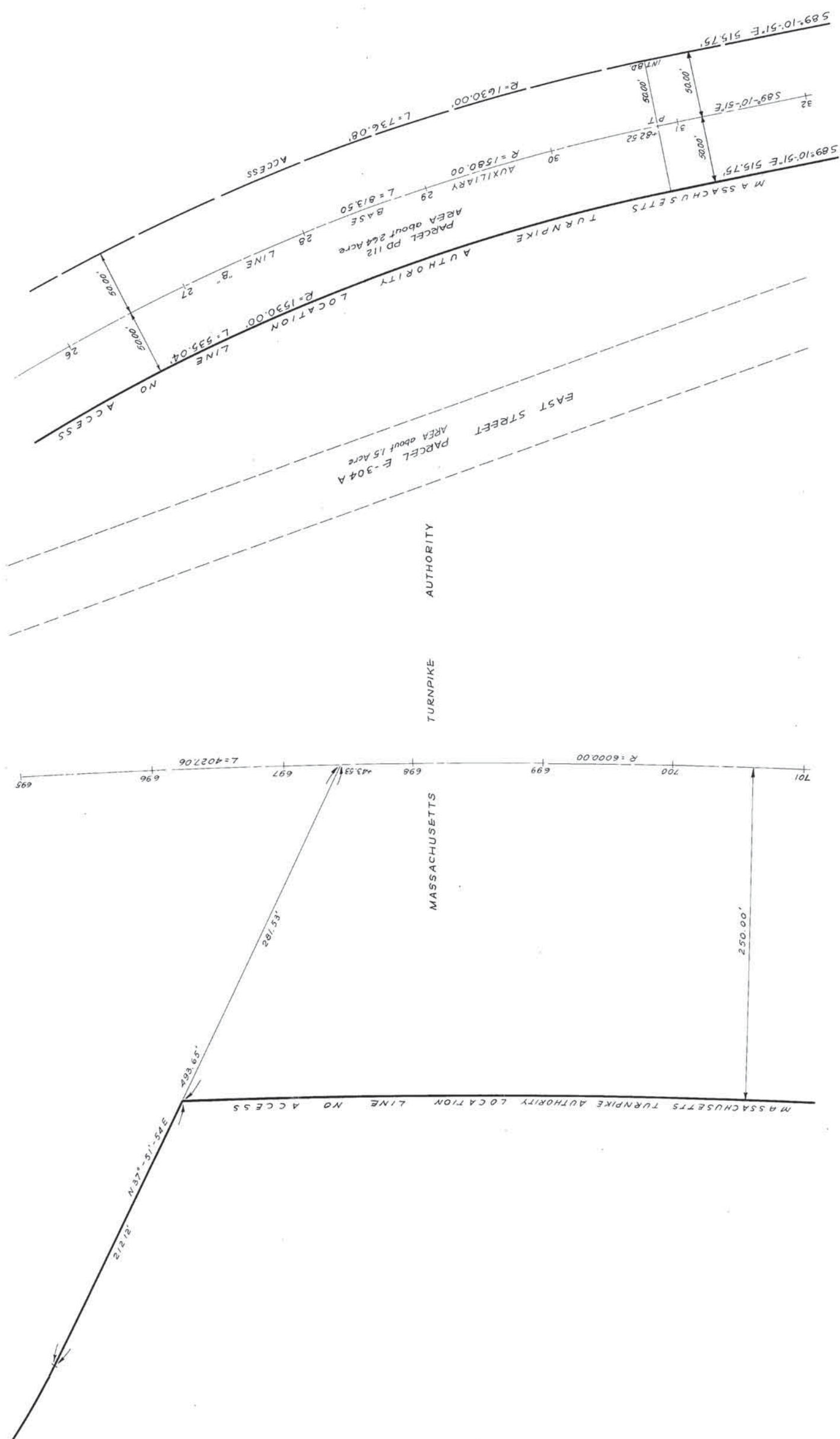




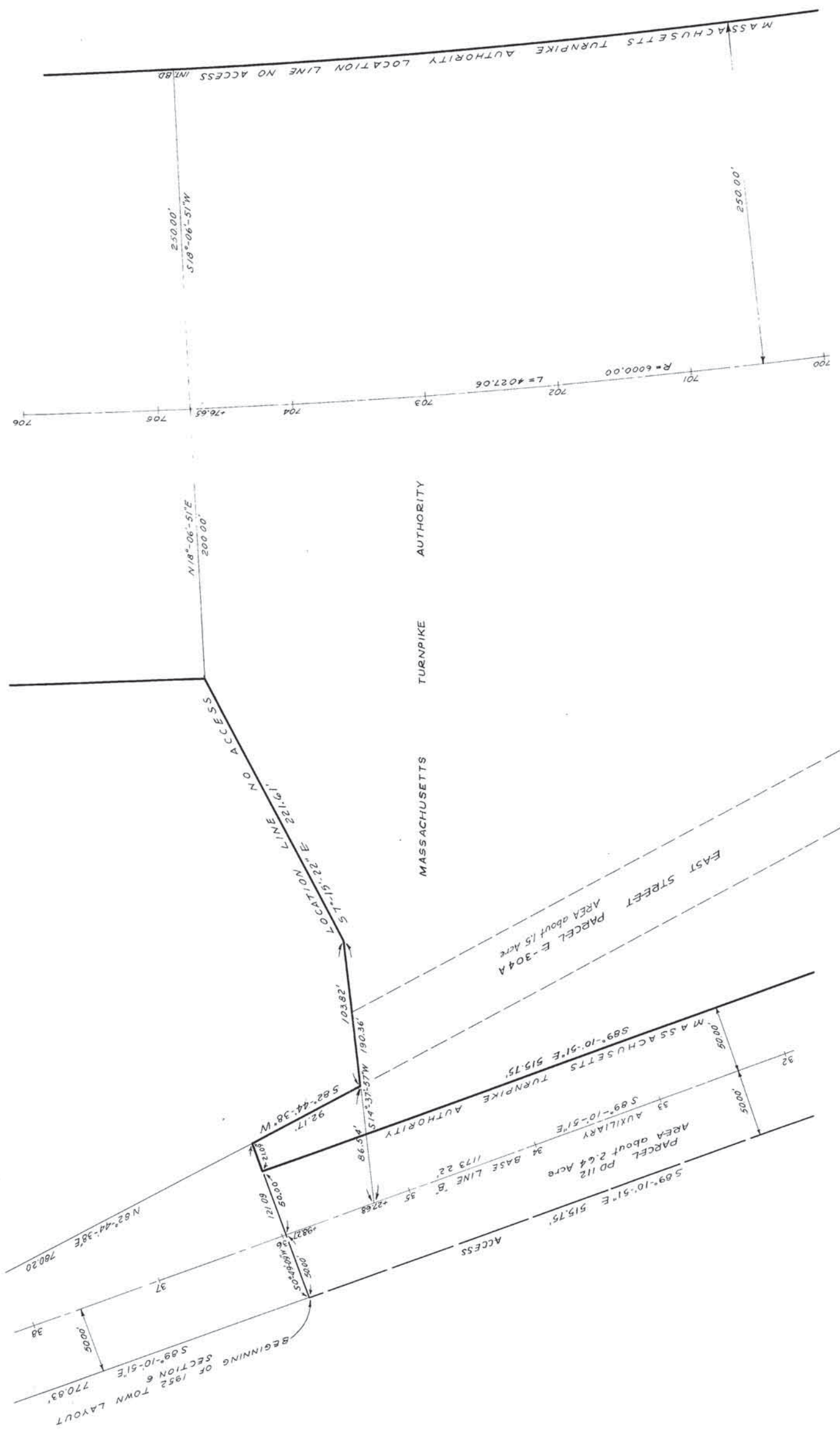






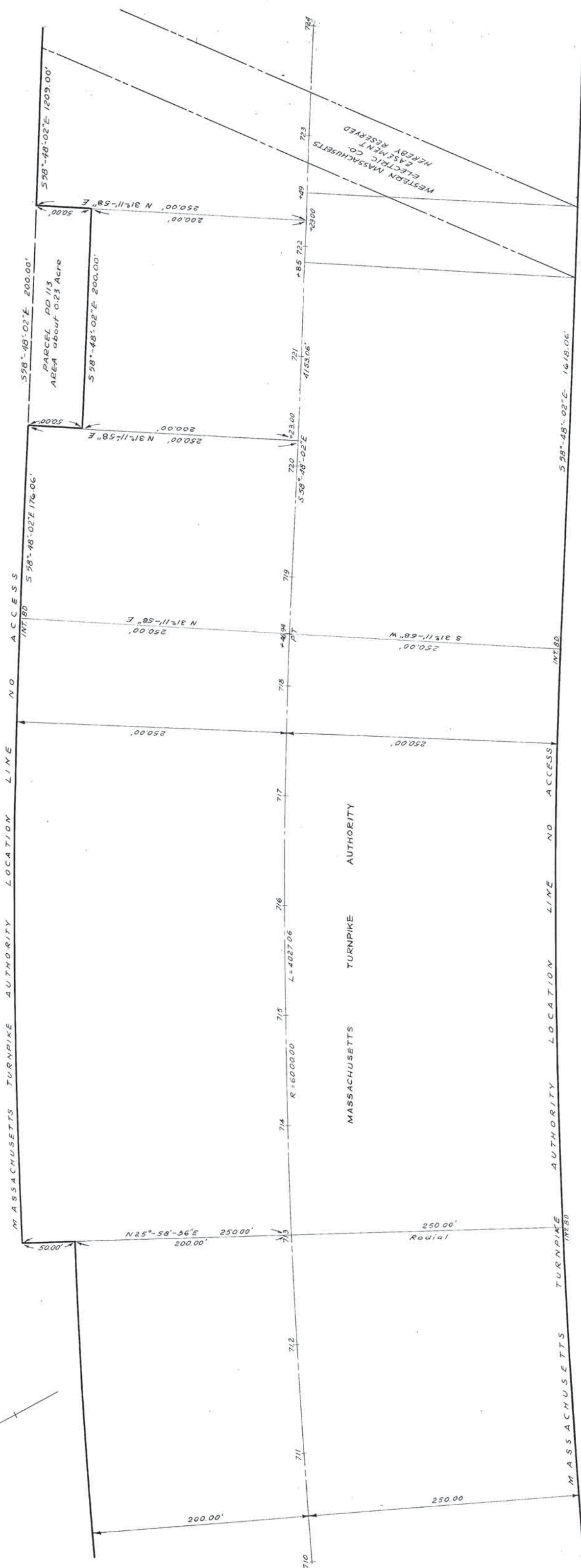


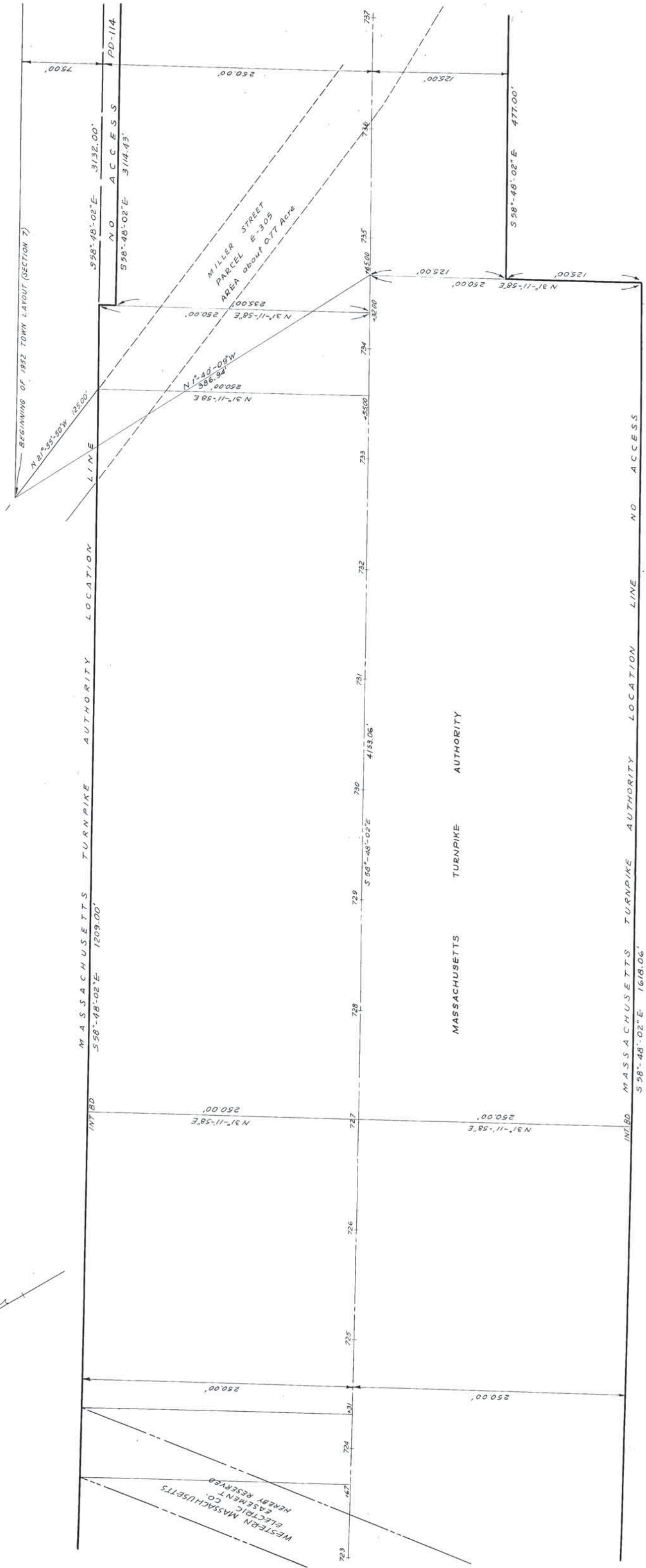






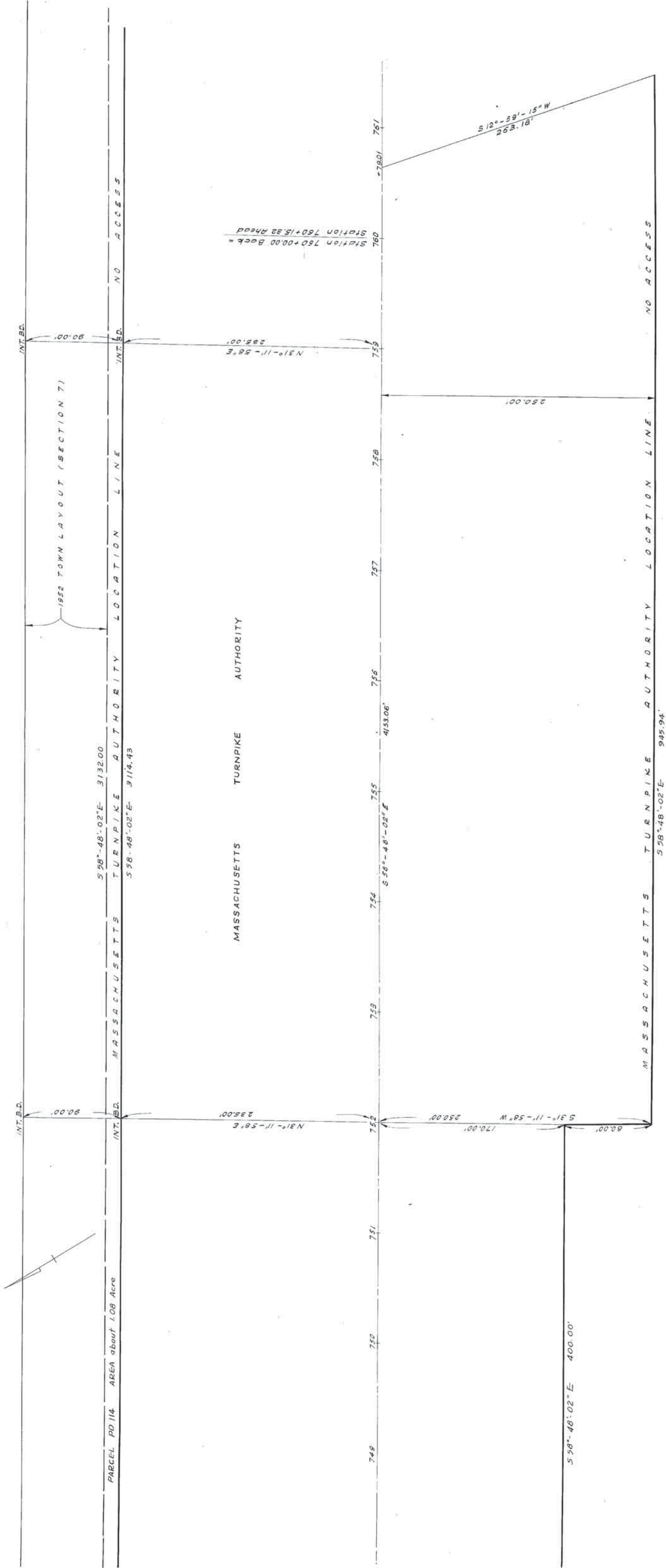




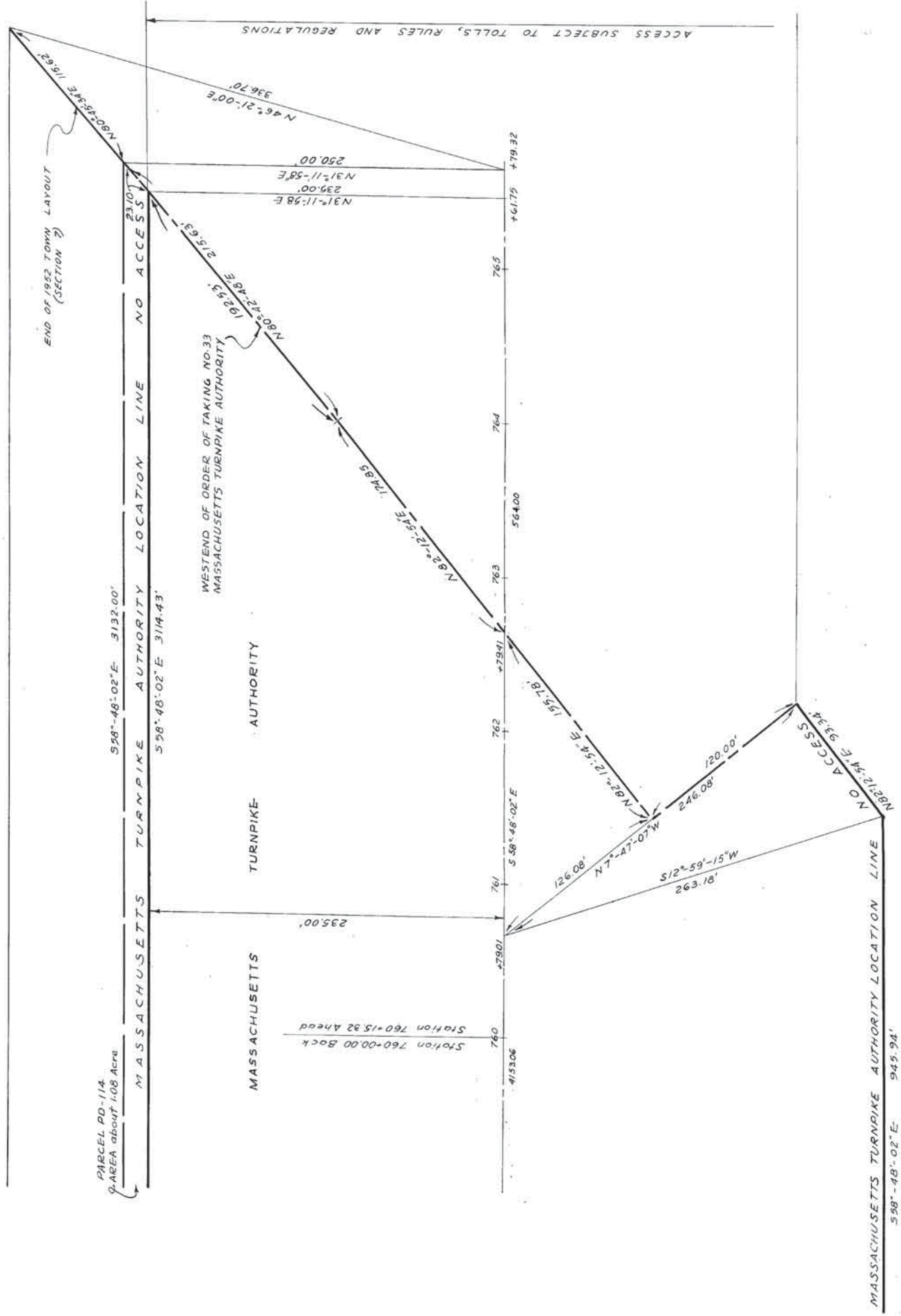












1960

Ludlow



STATE HIGHWAY LAYOUT #191-1  
I-90, Mass. Pike, alteration near station 520.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 78 PAGE 36.

INDEXING

STATE HIGHWAY LAYOUT #191-1

Image Info SH61022 Ludlow

Image Info SH61022 I-90

Image Info SH61022 Mass. Pike





ORDER OF TAKING NO 191 ALTERATION NO 1  
A TRUE COPY ATTEST P. Schwarzenberg  
SECRETARY TREASURER

Plan for the location of an Express Toll Highway known as Massachusetts Turnpike in the town of

LUDLOW  
HAMPDEN COUNTY  
as prepared by the  
MASSACHUSETTS TURNPIKE AUTHORITY

Date SEPT. 29, 1951

Scale 1" = 40'

*C. H. Keefe*

Chief Engineer  
Registered Professional Engineer

*Chas. H. Webster, Jr.*

This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as "MASSACHUSETTS TURNPIKE" or as an alteration and/or relocation in connection therewith by the  
MASSACHUSETTS TURNPIKE AUTHORITY on SEPT 25, 1952  
in accordance with the provisions of Chapter 35A of the Acts of 1952

Chairman *J. J. Brennan* - *July 22, 1920*  
Vice Chairman *J. J. Brennan*  
Member *J. J. Brennan*  
MASSACHUSETTS TURNPIKE AUTHORITY  
*J. J. Brennan*  
Approved  
Howard L. Needles Tammen & Bergendoff

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 191, Alteration No. 1

Hampden SS.

~~CITY~~ Town Ludlow

October 26, 19 60

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated September 29, 1960, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~XXXXXX~~ town of Ludlow, as shown on said plan.

Attest:



Clerk of Courts



Filed October 26, 1960 in Hampden County Comms' Office.

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 191  
Alteration No. 1  
Town of Ludlow  
County of Hampden

Whereas, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, for the purpose of constructing, maintaining, repairing and operating, as an express toll highway, in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, did, acting under the provisions of section 6, Chapter 354 of the Acts of 1952, on May 8, 1957, make entry for the purpose of incorporating into the "Massachusetts Turnpike" in the Town of Ludlow, County of Hampden, duly recorded in the Registry of Deeds for the County of Hampden in Book 2542 at Page 158, the lands and rights which were taken by the Commonwealth of Massachusetts through Layout No. 3995, Department of Public Works, dated July 29, 1952, duly recorded in the Registry of Deeds for the County of Hampden in Book 2189 at Page 511 and shown on a plan recorded therewith, and as altered by Layout No. 4011, dated November 4, 1952, and recorded in said Registry of Deeds in Book 2210 at Page 127 and as shown on a plan recorded therewith, and

Whereas, it now appears advisable to make certain changes in the northerly location line of said express toll highway in the Town of Ludlow;

Now, Therefore, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority deems it necessary that the northerly location line of the express toll highway



Order of Taking No. 191, Alteration No. 1 - Town of Ludlow - Page 2.

in the Town of Ludlow as described in and as shown on the plan of Order of Taking No. 191, recorded in the Registry of Deeds for the County of Hampden in Book 2637 at Page 461, be altered, as hereinafter described.

The main base line, auxiliary base line "A", and the northerly location line, herein referred to, are fully described in the aforesaid Order of Taking No. 191.

The express toll highway northerly location line being altered and described herein, indicates Parcel PD-115, as shown on the plan hereinafter referred to.

The alteration of the northerly location line, hereinbefore referred to, begins at a point in said northerly location line, said point bearing north  $7^{\circ}-16'-04''$  west, 175.00 feet distant from station 518 + 88.71 of the main base line, hereinbefore referred to; thence extends north  $82^{\circ}-43'-56''$  east, 555.85 feet to a point in said northerly location line, said point bearing north  $7^{\circ}-16'-04''$  west, 175.00 feet distant from station 524 + 44.56 of said main base line.

The line defining the altered northerly location line of the aforesaid express toll highway is further described by bounds set at angle points and at the beginning and end of said alteration.

The provisions in the aforesaid Order of Taking No. 191 relative to access to and egress from the express toll highway shall apply to the northerly location line as hereby altered, and shall not apply to the northerly location line of the express toll highway as described in said Order of Taking No. 191 between a point bearing north  $7^{\circ}-16'-04''$



west, 175.00 feet distant from station 518 + 88.71 of said main base line; thence extends north  $0^{\circ}-37'-26''$  east, 182.37 feet to a point as shown on a plan, hereinafter referred to, as an intermediate bound opposite station 23 + 71.77 of auxiliary base line "A", hereinbefore referred to; thence extends in a northerly direction by a curve to the left of 2030.00 feet radius, 398.14 feet to a point bearing north  $79^{\circ}-23'-12''$  east, 30.00 feet distant from station 27 + 64.03 of said auxiliary base line "A"; thence extends in a southeasterly direction by a curve to the left of 140.00 feet radius, 179.54 feet to a point bearing south  $84^{\circ}-05'-32''$  east, 138.15 feet distant from station 26 + 69.05 of said auxiliary base line "A"; thence extends south  $84^{\circ}-05'-32''$  east, 136.54 feet to a point bearing north  $5^{\circ}-54'-28''$  east, 609.61 feet distant from station 520 + 31.35 of said main base line; thence extends south  $5^{\circ}-54'-28''$  west, 250.00 feet to a point bearing north  $5^{\circ}-54'-28''$  east, 359.61 feet distant from station 520 + 31.35 of said main base line; thence extends south  $84^{\circ}-05'-32''$  east, 250.00 feet to a point bearing north  $5^{\circ}-54'-28''$  east, 301.08 feet distant from station 522 + 88.11 of said main base line; thence extends south  $5^{\circ}-54'-28''$  west, 64.30 feet to a point bearing north  $5^{\circ}-54'-28''$  east, 236.78 feet from station 522 + 88.11 of said main base line; thence extends south  $68^{\circ}-48'-20''$  east, 116.56 feet to a point in said northerly location line, said point bearing north  $7^{\circ}-16'-04''$  west, 175.00 feet distant from station 524 + 44.56 of said main base line.

The aforesaid express toll highway alteration is shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts


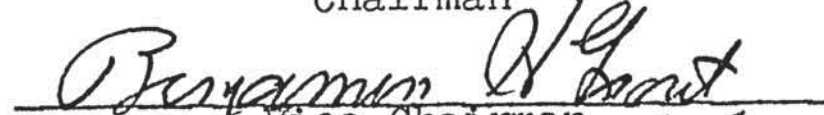
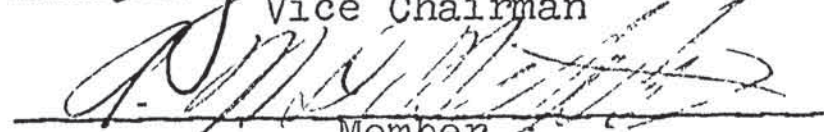


Turnpike Authority and on file in its office, said plan being entitled "Plan for the Location of an Express Toll Highway known as Massachusetts Turnpike in the Town of Ludlow, Hampden County as prepared by the Massachusetts Turnpike Authority, Scale 1" = 40', Date September 29, 1960;" an attested copy of which is to be recorded with this alteration to Order of Taking No. 191 in the Registry of Deeds for the County of Hampden in Springfield.

It is therefore

Voted, that the northerly location line of the express toll highway in the Town of Ludlow, County of Hampden, be altered as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden, and in the office of the Clerk of the Town of Ludlow, certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike," or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-ninth day of September, 1960.

<u></u> Chairman	MASSACHUSETTS
<u></u> Vice Chairman	TURNPIKE
<u></u> Member	AUTHORITY



1974

Ludlow



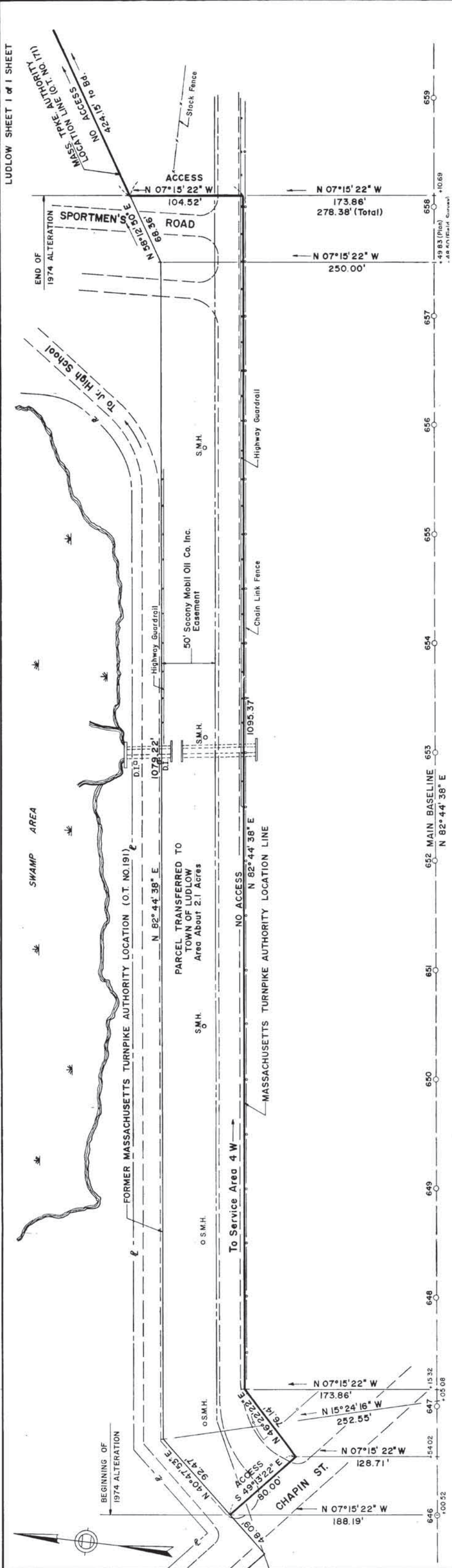
STATE HIGHWAY LAYOUT #191-2  
I-90, Mass. Pike, road from Chapin St. to Sportsman Rd. given to town.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 153 PAGE 34.

INDEXING

STATE HIGHWAY LAYOUT #191-2

- Image Info SH61023 Ludlow
- Image Info SH61023 Chapin Street
- Image Info SH61023 I-90
- Image Info SH61023 Mass. Pike
- Image Info SH61023 Sportsman Road



A TRUE COPY ATTEST

*P. Britton*  
Secretary - Treasurer

ALTERATION NUMBER 2  
ORDER OF TAKING NUMBER 191

Plan of the location of an Express Toll Highway known as

"The Massachusetts Turnpike" in the Town of

LUDLOW  
HAMPDEN COUNTY

as prepared by the  
MASSACHUSETTS TURNPIKE AUTHORITY  
Scale: 40 feet to the inch

*W. P. ...*  
Chief Engineer

Registered Professional Engineer

*Bruce G. Davis*  
Registered Land Surveyor

This certifies that the location of the road as shown on this plan was taken as and for an express toll highway known as "The Massachusetts Turnpike" or for the relocation of public utilities, including rail lines in connection therewith or as an alteration and/or relocation in connection therewith, by the MASSACHUSETTS TURNPIKE AUTHORITY in accordance with provisions of Chapter 354 of the Acts of 1952, as amended and Chapter 384 of the Acts of 1958

*John T. ...*  
Chairman

*Robert P. Maggi*  
Vice Chairman

*David R. ...*  
Member

MASSACHUSETTS TURNPIKE AUTHORITY

Approved

HOWARD, NEEDLES, TAMMEN & BERGEN COFF

July 11, 1974  
Date



XXXXXXXXXX

COMMONWEALTH OF MASSACHUSETTS

## CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 191, Alteration No. 2

HAMPDEN, SS.

City/Town LUDLOW

\_\_\_\_\_, 1974

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated July 11, 1974, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken as a toll express highway, known as the Massachusetts Turnpike, a new or existing way, and for the purpose of relocating public utilities, including rail lines in connection therewith, and/or has altered and/or relocated certain public ways in the city or town of LUDLOW, as shown on said plan.

ATTEST:

CLERK OF COURTS

XXXXXXXXXX  
WIDENING

COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 191, Alteration No. 2

HAMPDEN, SS.  
City/Town LUDLOW  
, 19<sup>74</sup>

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated July 11, 1974, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken as a toll express highway, known as the Massachusetts Turnpike, a new or existing way, and for the purpose of relocating public utilities, including rail lines in connection therewith, and/or has altered and/or relocated certain public ways in the city or town of LUDLOW, as shown on said plan.

ATTEST:

CLERK OF COURTS



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 191  
Alteration No. 2  
Town of Ludlow  
County of Hampden

WHEREAS, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, did incorporate a section of state highway located in the Town of Ludlow, Hampden County, by the filing of a Certificate of Incorporation in the Registry of Deeds for Hampden County in Springfield on May 8, 1957 in Book 2542, Page 158, and subsequent layout over said area of Incorporation by Order of Taking Number 191, recorded in the Registry of Deeds for Hampden County in Springfield on October 17, 1958 in Book 2637, Page 461, and did take an additional area by Order of Taking Number 171, recorded in the Registry of Deeds for Hampden County in Springfield on October 5, 1956 in Book 2501, Page 35, for the purpose of constructing, maintaining, repairing and operating as an express toll highway in accordance with the location approved by the Massachusetts Department of Public Works on November 19, 1953, did locate, as an express toll highway, a road in the Town of Ludlow, County of Hampden, as shown on a plan of said express toll highway on file in the office of the Massachusetts Turnpike Authority, copies of which plans have been filed in the office of the County Commissioners of the County of Hampden and in the office of the Clerk of the Town of Ludlow; and



WHEREAS, it now appears advisable to make certain changes in the northerly location line of said express toll highway in the Town of Ludlow;

NOW, THEREFORE, acting under the provisions of Chapter 354 of the Acts of 1952, the Massachusetts Turnpike Authority deems it necessary that the northerly location line of the express toll highway in the Town of Ludlow, as incorporated and described in Order of Taking No. 191 and as described and shown on the plan therein referred to, and recorded in the Registry of Deeds for the County of Hampden in Book 2637 at Page 461 and as described and shown on the plan filed with Order of Taking No. 171, recorded in the Registry of Deeds for the County of Hampden in Book 2501 at Page 35, be altered as hereinafter described:

The northerly location line of the express toll highway in the Town of Ludlow, County of Hampden, as incorporated and as described in Order of Taking No. 191, hereinbefore referred to, and Order of Taking No. 171, hereinbefore referred to, is hereby altered, beginning at a point on said northerly location line, said point being on the easterly street line of Chapin Street and bearing north  $07^{\circ}-15'-22''$  west, 128.71 feet distant from station 646 + 54.02 of the main base line of Order of Taking No. 191, hereinbefore referred to. From said point of beginning, the altered northerly location line extends north  $46^{\circ}-22'-22''$  east 76.14 feet to a point; thence extends north  $82^{\circ}-44'-38''$  east 1095.37 feet to a point; thence extends north  $07^{\circ}-15'-22''$  west 104.52 feet to a point on the northerly location line of Order of Taking No. 171, hereinbefore referred to.

The line defining the altered northerly location line of the aforesaid express toll highway is further defined by bounds set at angle points and at the beginning and end of said alteration



The provisions in the aforesaid Orders of Taking No. 191 and No. 171 relative to access to and egress from the express toll highway shall apply to the northerly location line of the express toll highway as hereby altered, and shall not apply to the northerly location line of the aforesaid express toll highway as described in Orders of Taking No. 191 and No. 171 between a point on said northerly location line, said point beginning on the easterly street line of Chapin Street where the altered northerly location line begins, hereinbefore described, thence extends north  $49^{\circ}-13'-22''$  west 80.00 feet to a point; thence extends north  $40^{\circ}-47'-53''$  east 92.47 feet to a point; thence extends north  $82^{\circ}-44'-38''$  east 1079.22 feet; thence extends north  $58^{\circ}-12'-50''$  east 68.36 feet to a point on the altered northerly location line, as hereinbefore described. Said parcel of land to which the provisions relative to access to and egress from does not apply is shown on a plan hereinafter referred to as Parcel Transferred to Town of Ludlow, area about 2.1 acres.

The aforesaid express toll highway alteration is shown on a plan signed by M. C. Crain, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled:




"Plan of the location of an Express Toll Highway known as 'The Massachusetts Turnpike' in the Town of Ludlow, Hampden County, as prepared by the Massachusetts Turnpike Authority, scale: 40 feet to the inch, date: July 11, 1974 , " an attested

copy of which is to be recorded with this Alteration No. 2 to Order of Taking No. 191 in the Registry of Deeds for Hampden County at Springfield.

It is therefore

VOTED, That the northerly location line of the express toll highway in the Town of Ludlow, County of Hampden, be altered as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority, attesting that the road as shown on said plan was taken as and for an express toll highway known as 'Massachusetts Turnpike' or as an alteration and/or relocation in connection therewith, by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 11th day of July, 1974.

 Chairman	MASSACHUSETTS
 Vice Chairman	TURNPIKE
 Member	AUTHORITY



1997

Ludlow



STATE HIGHWAY LAYOUT #191-3  
I-90, Mass. Pike, Russell St., West St.,  
property transferred to town.

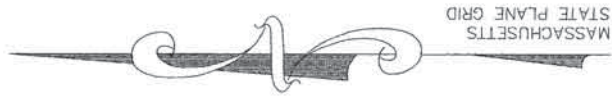
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 303 PAGE 17.

(Note: The recorded plan is the only one available of this plan.)

INDEXING

STATE HIGHWAY LAYOUT #191-3

- Image Info SH61024 Ludlow
- Image Info SH61024 Russell Street
- Image Info SH61024 West Street
- Image Info SH61024 I-90
- Image Info SH61024 Mass. Pike



MASSACHUSETTS  
STATE PLANE GRID

N/F  
LORRAINE,  
STEPHEN W. & DIANE M.  
VOL. 6568/PG. 479  
PLAN BOOK 229 PAGE 33

IRON PIPE FND.  
(GRANITE BOUND SEARCHED FOR  
AND NOT FOUND)

N 08°55'49" W  
60.49'  
(60.71' MTA)

GRAN. BOUND FND.

MASSACHUSETTS TURNPIKE AUTHORITY

PLAN BOOK 52 PAGE 90  
PLAN BOOK 68 PAGE 48&5

N 79°22'29" E 576.40'

LAND TO BE GRANTED TO THE TOWN OF LUDLOW  
BY THE MASSACHUSETTS TURNPIKE AUTHORITY  
AREA ABOUT : 39,720 S.F. ±

S 81°13'36" W 563.60'

(563.04' MTA)  
RUSSELL STREET  
A 50' WIDE TOWN WAY

FORMER MTA LOCATION LINE

MTA LOCATION LINE NO ACCESS

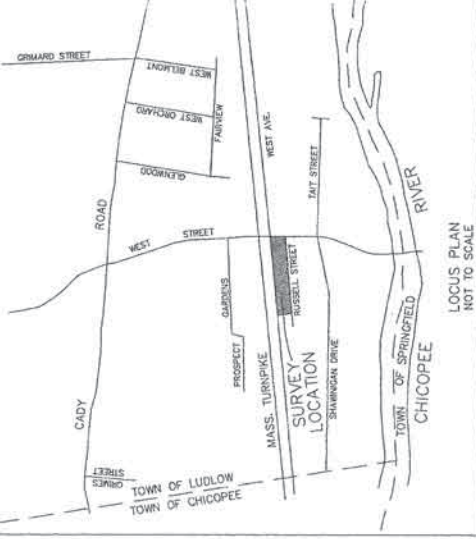
GRAN. BOUND FND.

S 00°05'05" W  
80.07'

WEST ST.  
A TOWN WAY  
(VARIABLE WIDTH)

GRAN. BOUND FND.

512 513 514 515 516 517 518  
512+01.32 N 82°43'56" E 517+93.51 100.79'



LOCUS PLAN  
NOT TO SCALE

APPROVAL UNDER THE SUBDIVISION CONTROL LAW  
NOT REQUIRED BY THE TOWN OF LUDLOW  
PLANNING BOARD

*Richard Ollivier, Jr.*

DATE 4/18/97

I CERTIFY THAT THE PREPARATION OF THIS PLAN CONFORMS  
WITH THE RULES AND REGULATIONS OF THE REGISTERS OF  
DEEDS.

PROFESSIONAL LAND SURVEYOR *James P. Hill*  
DATE 12/19/96

REGISTRY USE ONLY

Hampden County Registry of Deeds	Recorded in Book 4-33-117 at 2:25 P.M.
Attest	303 17
	<i>James P. Hill</i>
	Register

THE CERTIFICATIONS SHOWN HEREON ARE INTENDED TO MEET  
REGISTRY OF DEEDS REQUIREMENTS AND ARE NOT A  
CERTIFICATION TO TITLE OR OWNERSHIP OF THE PROPERTY  
SHOWN. OWNERS OF ADJOINING PROPERTIES ARE ACCORDING  
TO CURRENT CITY OR TOWN ASSESSOR'S RECORDS

PLAN PREPARED BY:

MAGUIRE GROUP INC.  
1 COURT ST.  
NEW BRITAIN, CT. 06051

&

WEILER ASSOCIATES  
LAND SURVEYORS  
128 BAL TIC ROAD  
NORWICH, CT. 06360



*James P. Hill*  
REGISTERED PROFESSIONAL ENGINEER

Ludlow Town Owner

ALTERATION No. 3 TO ORDER OF TAKING No. 191

PLAN OF PROPERTY TO BE TRANSFERRED TO  
THE TOWN OF

LUDLOW, MASS.

HAMPDEN COUNTY

MASSACHUSETTS TURNPIKE AUTHORITY

SCALE: 40 FEET TO THE INCH

CHIEF ENGINEER  
REGISTERED PROFESSIONAL ENGINEER  
DEC. 19, 1996  
DATE:



1958

Ludlow



STATE HIGHWAY LAYOUT #192  
I-90, Mass. Pike, drainage easements.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 67 PAGES 34-38.

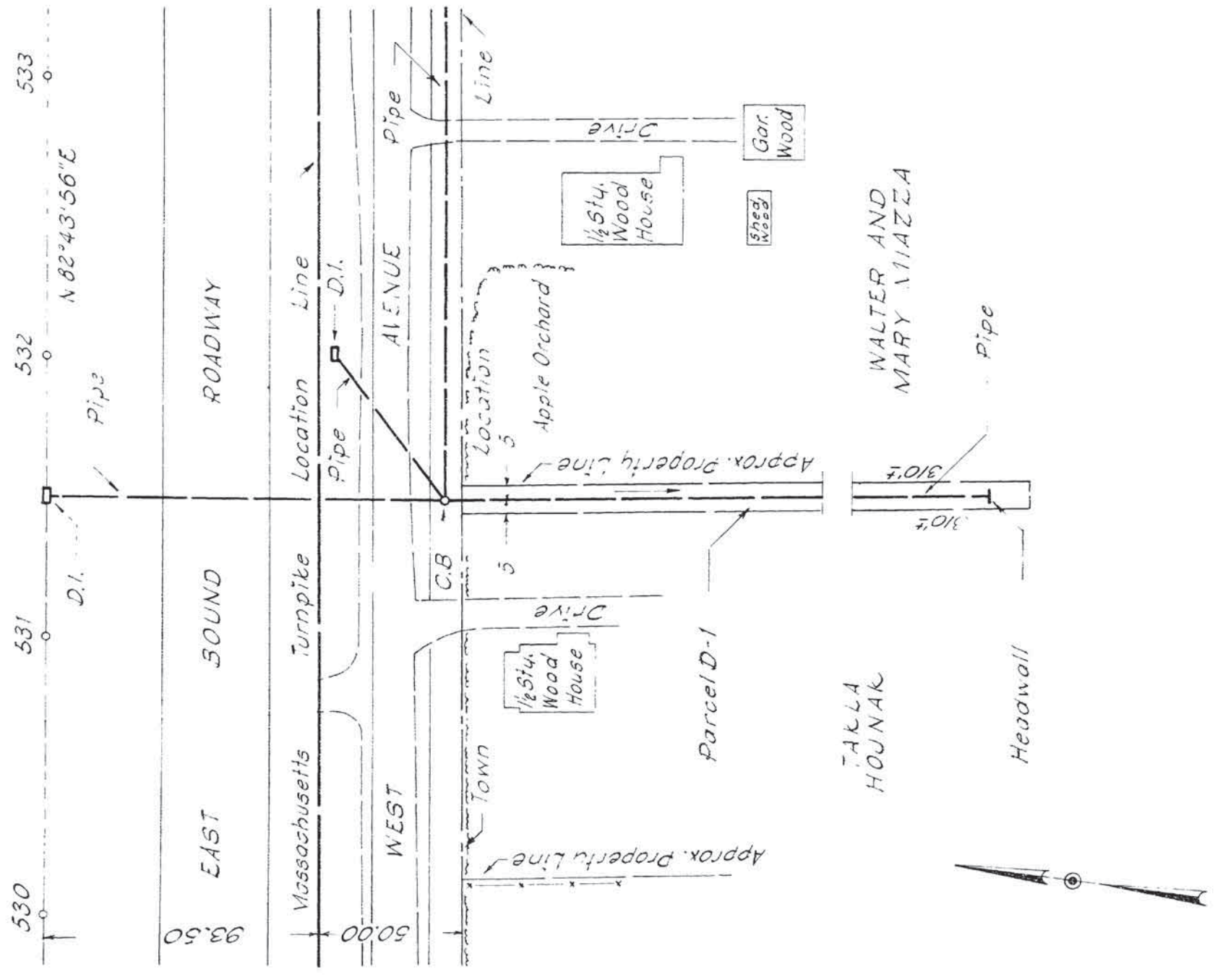
INDEXING

**Plan Name** STATE HIGHWAY LAYOUT #192

**Image Info** SH61025 Ludlow

**Image Info** SH61025 Mass. Pike

**Image Info** SH61025 I-90



This certifies that the takings as shown on this plan were taken as and for an express toll highway known as

"MASSACHUSETTS TURNPIKE"

or as an alteration and/or relocation in connection therewith by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 35 of the Acts of 1952

*William F. Chubb* Chairman  
*Benjamin S. Lee* Vice Chairman  
*John R. Kewler* Member  
Massachusetts Turnpike Authority

Approved *J. Henry Leon*  
Howard, Needles, Tammen & Bergendoff

Plan for the location of  
Drainage Easements  
for the

"MASSACHUSETTS TURNPIKE"

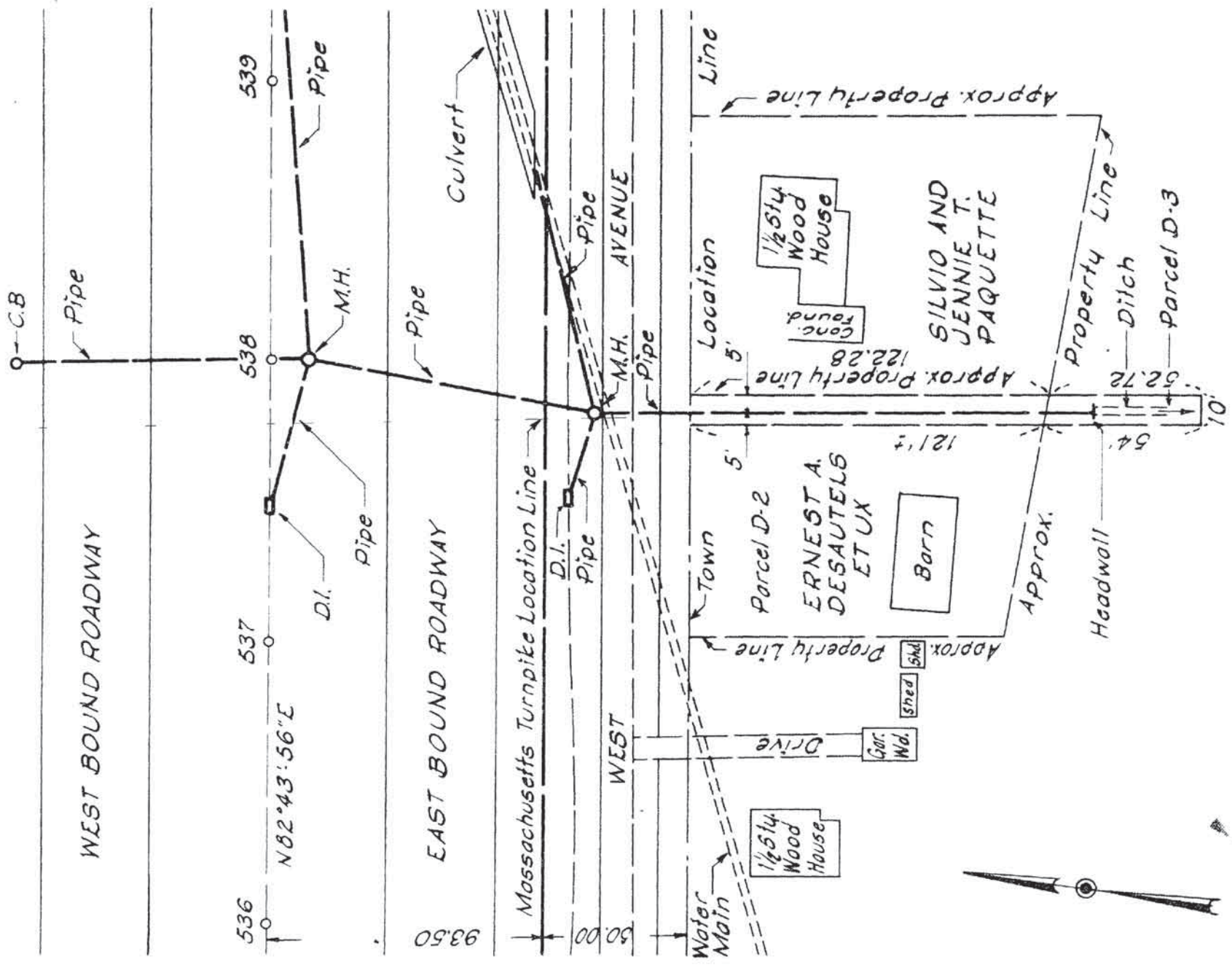
in the Town of  
LUDLOW  
Hampden County  
as prepared by the  
Massachusetts Turnpike Authority

Date *July 24, 1958*  
Scale 1" = 40'

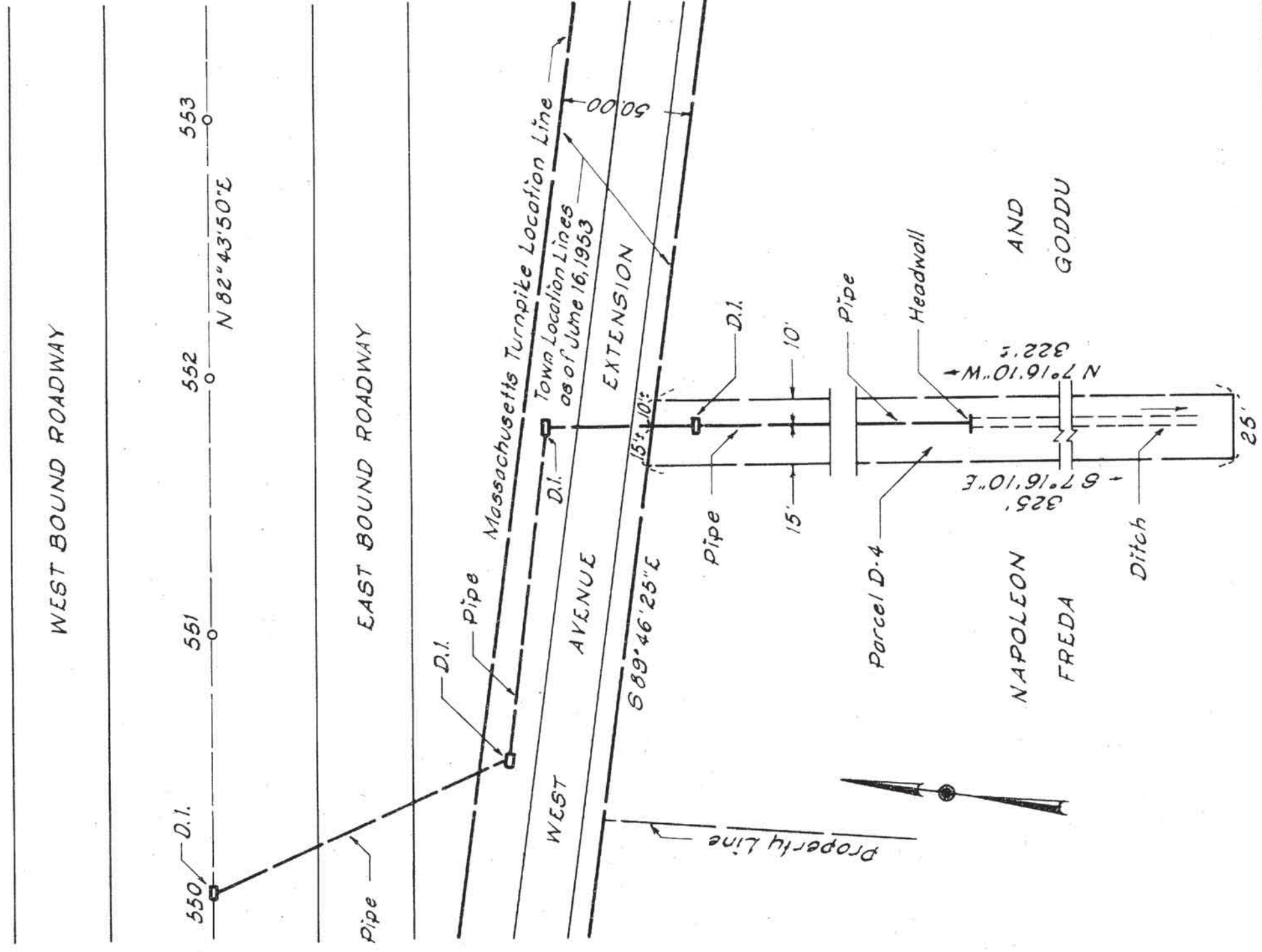
*P. H. Keefe*  
Chief Engineer

Order of Taking No 192  
A true copy, attest *P. H. Keefe*  
Secretary - Treasurer

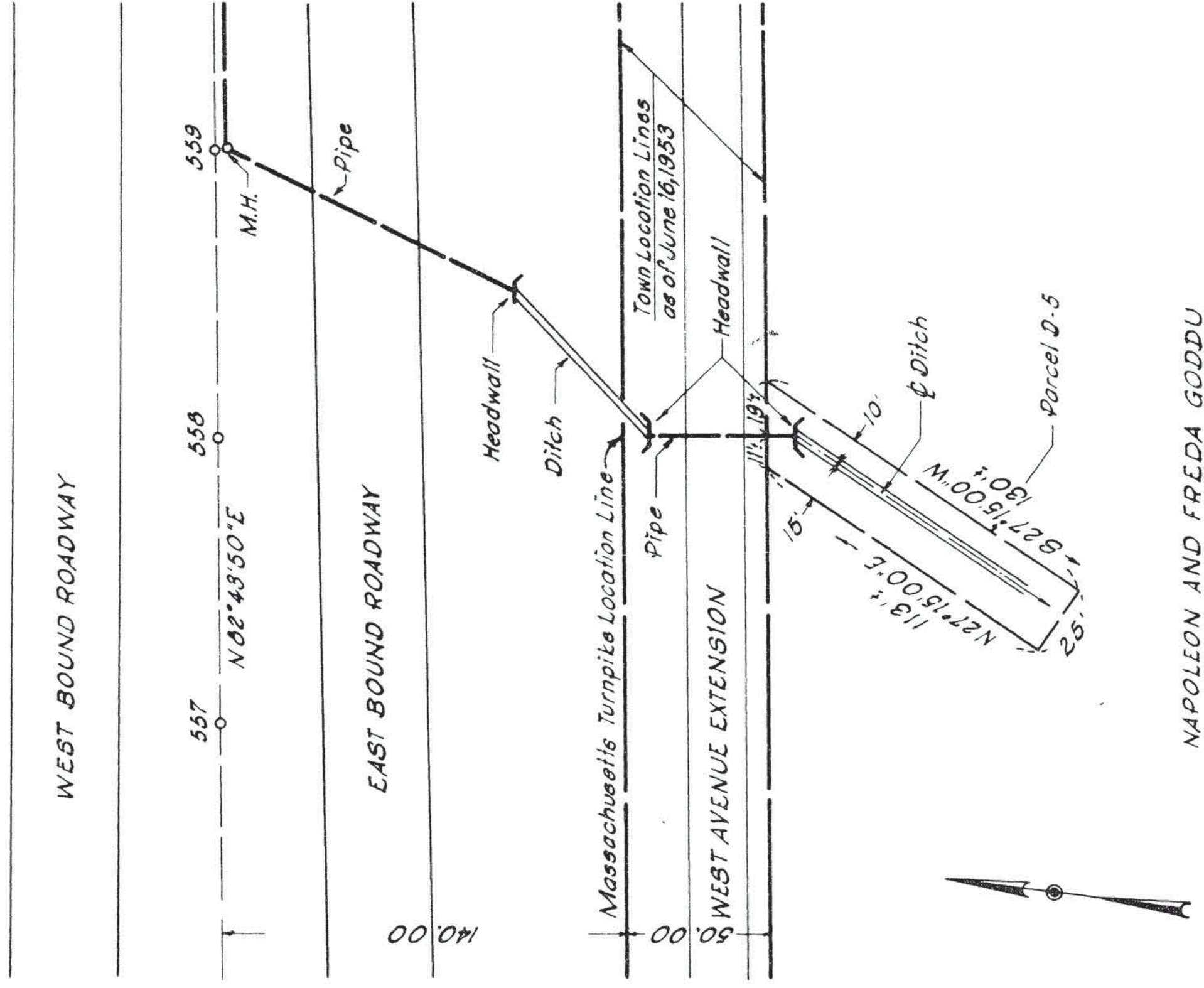




GEORGE AND ANNE J. DUCHESNE







NAPOLEON AND FRED A GODDU

MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 192  
Town of Ludlow  
County of Hampden

For the purpose of locating and constructing drainage structures in the Town of Ludlow, County of Hampden, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, in connection with the construction, maintenance, repair and operation of the Massachusetts Turnpike, an express toll highway, in said town, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality, does hereby take, under the provisions of Chapter 79 of the General Laws and said Chapter 354 of the Acts of 1952, all the land within the limits of the takings, hereinafter described, including all trees and structures (not including poles, towers, lines, wires and cables and other appurtenances for the conveyance of electricity and for telephone communication, (however affixed to the realty) located thereon, situated in the Town of Ludlow, County of Hampden, all of said land being taken in permanent easement, the provisions of which are hereinafter specified, the supposed easement owners thereof, shown on a plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses, and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, gas, sewage and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

In connection with the construction, maintenance, repair and operation of the express toll highway, it is necessary to



take five (5) drainage structures and ditches of the Commonwealth of Massachusetts Department of Public Works, for which permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in one (1) taking, all being south of the southerly location line, and being south of and abutting the southerly street line of West Avenue, in the Town of Ludlow.

The permanent easements constituting said taking consists of the right to enter upon the land included in said takings at any time to construct thereon and to maintain and use drainage structures and ditches together and to waste water thereon.

The main base line, and the southerly location line herein referred, to, are described in Layout No. 4058 of the Commonwealth of Massachusetts Department of Public Works, and recorded in the office of the Registry of Deeds for Hampden County, at Springfield, in Book 2257 at Page 352, along with an accompanying plan.

The permanent drainage easement takings on the southerly side of West Avenue and West Avenue Extension as described in an order of easements taking by said Department of Public Works, Dated April 13, 1954, recorded with an accompanying plan in said Registry of Deeds in Book 2305 at Page 47, and consisting of Parcels D-1, D-2, D-3, D-4 and D-5, are more fully described as follows:

Parcel D-1 is a strip of land 10.00 feet in width, supposed to be owned by Takla Hojnak, located on the southerly side of West Avenue, bounded northerly by West Avenue about 10.00 feet; easterly by land now or formerly owned by Walter and Mary Miazza about 310.00 feet; and southerly and westerly by other land of said Takla Hojnak about 10.00 feet and about 310.00 feet, respectfully, and being about opposite station 531 + 50.00 of the main base line, hereinbefore referred to.

Parcel D-2 is a strip of land 10.00 feet in width, supposed to be owned by Ernest A. Desautels et ux, located on the southerly side of West Avenue, bounded northerly by West Avenue about 10.00



feet; easterly by land now or formerly owned by Silvio and Jennie T. Paquette about 122.28 feet; southerly by land now or formerly of George and Anne J. Duchesne about 10.00 feet; and westerly by other land of said Desautels et ux, about 121.00 feet and being about opposite station 537 + 80.00 of said main base line.

Parcel D-3 is a strip of land 10.00 feet in width supposed to be owned by George and Anne J. Duchesne, located southerly of West Avenue, bounded northerly by parcel D-2 hereinbefore described about 10.00 feet; and easterly, southerly and westerly by other land of said Duchesnes 52.72 feet, about 10.00 feet and about 54.00 feet respectively. The easterly boundary line of said strip of land is in direct continuation of the dividing line between land of said Desautels and that of said Paquettes.

Parcel D-4 is a strip of land 25.00 feet in width, supposed to be owned by Napoleon and Freda Goddu, located on the southerly side of West Avenue Extension, bounded northerly by West Avenue Extension about 25.00 feet; easterly by a line beginning at a point in the southerly side of West Avenue Extension opposite station 551 + 90.00 of said main base line and thence extending south  $7^{\circ} - 16' - 10''$  east about 322.00 feet; southerly by a line parallel to said main base line 25.00 feet; and westerly by a line extending from a point in said southerly side of West Avenue Extension opposite station 551 + 65.00 of said main base line, south  $7^{\circ} - 16' - 10''$  east, 325.00 feet; the last three boundaries being by other land of said Goddus.

Parcel D-5 is a strip of land 25.00 feet in width supposed to be owned by Napoleon and Freda Goddu, located on the southerly side of West Avenue Extension, bounded northerly by West Avenue Extension about 30.00 feet; southeasterly, southwesterly, and northwesterly by other land of said Goddus, 130.00 feet, 25.00 feet and about 113.00 feet respectively. The northwesterly and southeasterly boundary lines of said parcel are parallel to and 15.00 feet and 10.00 feet distant respectively from the center line, which lies along a line extending south  $27^{\circ} - 15' - 00''$  west from station 559 + 37.00 of said main base line.

The aforesaid permanent drainage easement takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file at its office, said plan being entitled:

"Plan for the location of drainage easements for the Massachusetts Turnpike in the Town of Ludlow, Hampden County as prepared by the Massachusetts Turnpike Authority scale: 1" = 40'

Date July 24, 1958," a copy of which is to be filed with this Order of Taking in the Registry of Deeds for Hampden County.



For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Award</u>
D-1	Commonwealth of Massachusetts Department of Public Works	\$1.00
D-2	Commonwealth of Massachusetts Department of Public Works	1.00
D-3	Commonwealth of Massachusetts Department of Public Works	1.00
D-4	Commonwealth of Massachusetts Department of Public Works	1.00
D-5	Commonwealth of Massachusetts Department of Public Works	1.00

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore,

Voted, that said drainage easements be located, constructed, and maintained as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority attesting that the location of the drainage easements as shown on said plan were taken as and for the construction, maintenance, repair or relocation of drainage facilities for an express toll highway known as "Massachusetts Turnpike" or for alterations and/or relocation in connection therewith by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this twenty-fourth day of  
July , 1958.

William F. Ceeley  
Chairman

Bryan S. Hunt  
Vice Chairman

John R. Kewer  
Member

MASSACHUSETTS

TURNPIKE

AUTHORITY



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 192

Hampden SS.

~~City~~/Town Ludlow

August 25, 19 58 11:10 A.M.

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated July 24, 19 58, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the ~~city of~~ town of Ludlow, as shown on said plan.

Attest:



Clerk of Courts

1964

Ludlow



**STATE HIGHWAY LAYOUT #194**  
**I-90, Mass. Pike, sanitary sewer from Ridgeview Cir.**

**SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 96 PAGE 61.**

**INDEXING**

STATE HIGHWAY LAYOUT #194

- Image Info** SH61026 Ludlow
- Image Info** SH61026 I-90
- Image Info** SH61026 Mass. Pike
- Image Info** SH61026 Ridgeview Circle



MASSACHUSETTS TURNPIKE AUTHORITY

Order of Taking No. 194  
Town of Ludlow  
County of Hampden

For the purpose of constructing, maintaining, repairing and operating as an express toll highway in accordance with the location approved by the state department of public works on November 19, 1953, a road in the Town of Ludlow, County of Hampden, for the purpose of locating and constructing a portion of a sanitary sewer, and performing related work in connection therewith, in said Town of Ludlow, deemed necessary for carrying out the provisions of Chapter 354 of the Acts of 1952, as amended, the Massachusetts Turnpike Authority, a body politic and corporate and a public instrumentality does hereby take, under the provisions of Chapter 79 of the General Laws and Chapter 354 of the Acts of 1952, as amended, all of the land within the limits of the taking hereinafter described, including all trees and structures (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and for telephone communication) located thereon, situated in the Town of Ludlow, County of Hampden, all of said land being taken in permanent easement, none of said land being taken in fee simple, the supposed owners thereof shown on a plan hereinafter referred to, being set forth in a schedule of supposed owners hereinafter contained, excepting and reserving from the rights herein taken all easements, licenses and permits for wires, pipes, conduits and other appurtenances for the conveyance of water, sewage, gas, electricity and other utilities and for telephone communication now lawfully in or upon said premises hereby taken, but with the provision that all said facilities shall be otherwise relocated as deemed necessary by the Massachusetts Turnpike Authority.



In connection with the construction, maintenance, repair and operation of the express toll highway hereinbefore referred to, it is now deemed necessary to construct a portion of a sanitary sewer and to perform related work for which two permanent easements are hereby taken in behalf of the Massachusetts Turnpike Authority in certain parcels of land in the Town of Ludlow, County of Hampden, designated on the plan hereinafter referred to as parcels E1 and E2.

Said easements consist of the right to enter upon said land at any time to construct therein and to maintain, repair and operate a portion of a sanitary sewer.

The taking line for said permanent easements is more fully described as follows:

From a point of beginning at the junction of the southeasterly extremity of Lot 8, supposedly owned by Edward R. & Isabel D. Gragowski, with the northerly property line of Lot 9, supposedly owned by Jesse & Helen L. Rodrigues, said point being in the Massachusetts Turnpike Location line as shown on the plan hereinafter referred to, said taking line thence extends south  $61^{\circ}-00'-20''$  west, 85.91 feet to a point in the easterly street line of Ridgeview Circle; thence extends north  $8^{\circ}-45'-22''$  west, 15.99 feet to a point; thence extends north  $61^{\circ}-00'-20''$  east, 74.55 feet to a point in the aforesaid location line; thence extends south  $50^{\circ}-16'-52''$  east, 16.10 feet to the point of beginning, and all as shown on said plan.

The aforesaid sanitary sewer permanent easement taking is all shown on a plan signed by P. H. Kitfield, Chief Engineer, prepared by the Massachusetts Turnpike Authority, and on file in its office, said plan being entitled: "Plan for the location of a Sanitary Sewer made necessary by an Express Toll Highway known as Massachusetts Turnpike in the Town of LUDLOW, Hampden, County, as prepared by the MASSACHUSETTS TURNPIKE AUTHORITY, date August 6, 1964 ; Scale as shown", an attested copy of which is to be recorded with this order of taking in the office of the Registry of Deeds for Hampden County at Springfield.



There is no registered land involved in the aforesaid taking.

Following is a schedule of parcel numbers, supposed owners and areas of the property or properties contained within the aforesaid taking:

<u>Parcel No.</u>	<u>Supposed Owners</u>	<u>Area Sq. Ft.</u>
E1	Jesse & Helen L. Rodrigues	965
E2	Edward R. & Isabel D. Gragowski	238

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the 24th day of September, 1964 (unless otherwise agreed upon).

It is therefore

VOTED, That said express toll highway, together with the sanitary sewer easements, be located as described herein and as described and shown on said plan; and that the Secretary-Treasurer of the Massachusetts Turnpike Authority be and hereby is instructed to file in the office of the County Commissioners of Hampden County and in the office of the Clerk of the Town of Ludlow, certified copies of said plan, signed by at least a majority of the members of the Massachusetts Turnpike Authority, attesting that the road as shown on said plan was taken as and for an express toll highway known as "Massachusetts Turnpike" or as an alteration and/or relocation in connection therewith,

by the Massachusetts Turnpike Authority in accordance with the provisions of Chapter 354 of the Acts of 1952.

Dated at Boston this 6th day of August, 1964.

<u>John F. Driscoll</u>	MASSACHUSETTS
Chairman	
<u>Joseph H. Elmore</u>	TURNPIKE
Vice Chairman	
<u>[Signature]</u>	AUTHORITY
Member	



COMMONWEALTH OF MASSACHUSETTS

CERTIFICATE OF RECEIPT

COUNTY COMMISSIONERS

Order of Taking No. 194

HAMPDEN SS.

~~XXX~~y/Town Ludlow

August 25, 19 64

I hereby certify that the following document and plan have been this day filed in the office of the County Commissioner for said County to wit:-

A certified copy of a plan and location bearing thereon a certificate dated August 6, 1964, purporting to be signed by the Massachusetts Turnpike Authority, or a majority of the members thereof, attesting that the said Massachusetts Turnpike Authority has taken, as a toll express highway, a new or existing way, and/or has altered and/or relocated certain public highways in the city or town of Ludlow, as shown on said plan.

Attest:



Clerk of Courts

1952

Ludlow



**STATE HIGHWAY LAYOUT #3995**  
**I-90, Mass. Pike, Chicopee line easterly to Holyoke St., North St. to Miller St.**

**SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 37 PAGES 20-46.**

**INDEXING**

STATE HIGHWAY LAYOUT #3995

- Image Info** SH61027 Ludlow
- Image Info** SH61027 Chicopee
- Image Info** SH61027 Holyoke Street
- Image Info** SH61027 I-90
- Image Info** SH61027 Mass. Pike
- Image Info** SH61027 Miller Street
- Image Info** SH61027 North Street



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Layout No. 3995  
and Order of Filing

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on January 11, 1952, as required by Chapter 21B of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State highway a road in the town of Needham, county of Hampden. The layout consists of establishing a State highway location for a relocation of a portion of Route 20, being made in two sections as follows:

The first section of the layout begins at the dividing line between the town of Needham and the city of Chicopee at the easterly end of the State highway laid out in the city of Chicopee on July 15, 1952, and extends thence easterly about 1.47 miles to the southwesterly side of Holyoke Street near the junction of Grove Street and Davis Street therewith.

The second section of the layout begins about 0.33 of a mile westerly of the end of the first section, on the easterly side of North Street, and extends thence easterly about 3.15 miles to a point about one-half mile westerly of Miller Street at the southerly property line of one Frank Hietanen.

The main base line for the entire layout begins at a point on the aforesaid Needham-Chicopee line shown on plan as station 500+69.43, said station marking the easterly end of the base line of the aforesaid Chicopee State Highway layout, and extends thence north  $32^{\circ} 43' 56''$  east 4599.03 feet; thence north  $32^{\circ} 43'$



50" east 3059.37 feet; thence north  $82^{\circ} 44' 38''$  east 100.77 feet to a point at the end of the first section of the layout, on the southerly side of Holyoke Street just southeasterly of the junction of the southeasterly side of Cross Street with the northeasterly side of Holyoke Street, said point being shown on plan as station 578+28.60. Said main base line begins again at a point at the beginning of the second section of the layout on the easterly side of North Street (bearing north  $82^{\circ} 44' 33''$  east and 1777.71 feet distant from the last mentioned station), said point of beginning being shown on plan as station 596+06.31, and extends thence north  $82^{\circ} 44' 38''$  east 8213.57 feet; thence by a curve to the right of 6000.00 feet radius 4027.06 feet; thence south  $58^{\circ} 43' 02''$  east 4417.15 feet to a point at the end of the second section of the layout shown on plan as station 762+64.09; thence, continuing by an extension of the last course (south  $58^{\circ} 43' 02''$  east) 299.91 feet to a point shown on plan as station 765+64.00.

An auxiliary base line "A" on West Street begins at a point in the present roadway of said street about 70 feet southerly of the junction of Riverview Street therewith, said point being shown on plan as station 13+73.79, and extends thence north  $9^{\circ} 37' 26''$  east 992.98 feet; thence by a curve to the left of 2000.00 feet radius 578.43 feet to a point in the present roadway of West Street shown on plan as station 29+42.20.

NOTE: Station 20+03.57 of auxiliary base line "A" is identical with station 516+34.16 of the main base line hereinbefore described.

An auxiliary base line "B" on East Street and a relocation thereof begins at a point in the present roadway of said street shown on plan as station 10+01.51, and extends thence north  $61^{\circ} 19' 09''$  east 1267.51 feet; thence by a curve to the right of 1580.00 feet radius 813.50 feet; thence south  $89^{\circ} 10' 51''$  east 1173.22 feet; thence north  $82^{\circ} 42' 09''$  east 119.26 feet to a point again in the present roadway of said street shown on plan as station 43+75.00.

NOTE: Station 20+00.00 of said auxiliary base line "B" is identical with station 690+66.00 of the aforesaid main base line.

The length of the State highway hereby laid out is 24,416.95 feet.

The northerly line of location of the first section of State highway hereby laid out begins at a point on the dividing line between the town of Ludlow and the city of Chicopee, bearing north  $8^{\circ} 12' 35''$  west and 150.02 feet distant from the point of beginning of said main base line shown on plan as station 500+69.49, and extends thence north  $82^{\circ} 43' 56''$  east 461.04 feet to a point bearing north  $7^{\circ} 16' 04''$  west and 150.00 feet distant from station 505+23.00 of said main base line; thence south  $7^{\circ} 16' 04''$  east 43.50 feet to a point bearing north  $7^{\circ} 16' 04''$  west and 106.50 feet distant from said station 505+23.00; thence north  $82^{\circ} 45' 56''$  east 217.70 feet to a point bearing north  $3^{\circ} 36' 21''$  west and 106.72 feet distant from station 507+38.88 of said main base line; thence north  $3^{\circ} 36' 21''$  west 114.00 feet to a point bearing north  $3^{\circ} 36' 21''$  west and 220.72 feet distant from said station 507+38.88; thence north  $86^{\circ} 23' 39''$  east 396.13 feet to a point bearing north  $9^{\circ} 05' 44''$  west and 195.07 feet distant from station 511+54.57 of said main



base line; thence south  $9^{\circ} 05' 44''$  east 44.99 feet to a point bearing north  $9^{\circ} 05' 44''$  west and 150.03 feet distant from said station 511+54.57; thence north  $82^{\circ} 43' 56''$  east 674.83 feet to a point bearing north  $0^{\circ} 37' 26''$  east and 151.43 feet distant from station 513+03.87 of said main base line; thence north  $0^{\circ} 37' 26''$  east 215.92 feet to a point bearing north  $89^{\circ} 23' 36''$  west and 30.00 feet distant from station 23+71.77 of the aforesaid auxiliary base line "A"; thence northerly as shown on plan by a curve to the left of 1970.00 feet radius 386.37 feet to a point bearing south  $79^{\circ} 23' 12''$  west and 30.00 feet distant from station 27+64.03 of said base line "A"; thence, crossing West Street, north  $79^{\circ} 23' 12''$  east 60.00 feet to a point bearing north  $79^{\circ} 23' 12''$  east and 30.00 feet distant from said station 27+64.03 of base line "A"; thence southerly to southeasterly and easterly, as shown on plan, by a curve of 140.00 feet radius 179.54 feet to a point bearing south  $84^{\circ} 05' 32''$  east and 133.15 feet distant from station 26+69.05 of said auxiliary base line "A"; thence south  $84^{\circ} 05' 32''$  east 386.54 feet to a point bearing south  $84^{\circ} 05' 32''$  east and 524.69 feet distant from said station 26+69.05 of auxiliary base line "A"; thence south  $45^{\circ} 56' 05''$  east 495.11 feet to a point bearing north  $7^{\circ} 16' 04''$  west and 150.00 feet distant from station 527+23.07 of the aforesaid main base line; thence north  $32^{\circ} 43' 56''$  east 421.79 feet to a point bearing north  $5^{\circ} 54' 28''$  east and 154.06 feet distant from station 531+09.74 of said main base line; thence north  $5^{\circ} 54' 28''$  east 51.35 feet to a point bearing north  $5^{\circ} 54' 28''$  east and 205.41 feet distant from said station 531+09.74; thence north  $82^{\circ} 43' 56''$  east 1511.90 feet (parallel to said main base line and 200.00 feet distant therefrom) to a point bearing north  $7^{\circ} 16' 07''$  west and 200.00 feet distant from station 546+63.46; thence north  $82^{\circ} 43' 50''$  east 1569.03 feet (still parallel to said main base line and 200.00 feet distant therefrom) to a point bearing north  $7^{\circ} 48' 40''$  west and 200.01 feet distant from station 562+39.43 of said main base line; thence south  $7^{\circ} 48' 40''$  east 93.50 feet to a point bearing north  $7^{\circ} 48' 40''$  west and 106.51 feet distant from said station 562+39.43; thence north  $82^{\circ} 43' 50''$  east 606.35 feet to a point bearing north  $8^{\circ} 52' 40''$  west and 106.54 feet distant from station 568+47.76 of said main base line; thence north  $8^{\circ} 52' 40''$  west 43.52 feet to a point bearing north  $8^{\circ} 52' 40''$  west and 150.06 feet distant from said station 568+47.76; thence north  $82^{\circ} 43' 50''$  east 853.37 feet to a point at the end of the section on the southwesterly side of Holyoke Street bearing north  $18^{\circ} 43' 50''$  west and 153.05 feet distant from station 577+27.83 of said main base line.

The southerly line of location of the first section of State highway hereby laid out begins at a point on the dividing line between the town of Ludlow and the city of Chicopee bearing south  $8^{\circ} 12' 35''$  east and 150.02 feet distant from the point of beginning of the main base line heretofore described shown on plan as station 500+69.43, and extends thence north  $82^{\circ} 43' 56''$  east 489.32 feet to a point bearing south  $59^{\circ} 11' 05''$  east and 243.19 feet distant from station 503+70.30 of said main base line; thence south  $59^{\circ} 11' 05''$  east 605.43 feet to a point bearing south  $59^{\circ} 11' 05''$  east and 343.62 feet distant from said station 503+70.30; thence south  $89^{\circ} 21' 54''$  east 124.59 feet to a point bearing south  $7^{\circ} 16' 04''$  east and 541.93 feet distant from station 511+71.57 of



said main base line; thence north  $80^{\circ} 54' 21''$  east 425.00 feet to a point bearing north  $89^{\circ} 22' 34''$  west and 163.00 feet distant from station 14+52.54 of auxiliary base line "A" hereinbefore described; thence south  $89^{\circ} 22' 34''$  east 193.00 feet to a point bearing south  $89^{\circ} 22' 34''$  east and 30.00 feet distant from said station 14+52.54 of auxiliary base line "A"; thence north  $0^{\circ} 37' 26''$  east 459.23 feet to a point bearing south  $0^{\circ} 37' 26''$  west and 100.96 feet distant from station 516+64.45 of said main base line; thence north  $82^{\circ} 43' 56''$  east 2817.88 feet (parallel to said main base line and 100.00 feet distant therefrom) to a point bearing south  $7^{\circ} 16' 07''$  east and 100.00 feet distant from station 546+68.46; thence north  $82^{\circ} 43' 50''$  east 281.54 feet (still parallel to said main base line and 100.00 feet distant therefrom) to a point bearing south  $7^{\circ} 16' 10''$  east and 100.00 feet distant from station 549+50.00; thence south  $89^{\circ} 46' 25''$  east 383.28 feet to a point bearing south  $3^{\circ} 31' 17''$  east and 150.52 feet distant from station 553+39.83 of said main base line; thence north  $82^{\circ} 43' 50''$  east 2140.53 feet (parallel to said main base line and 150.00 feet distant therefrom) to a point bearing south  $10^{\circ} 43' 58''$  east and 150.27 feet distant from station 574+61.50; thence north  $7^{\circ} 16' 10''$  east 451.90 feet to a point at the end of the section on the southwesterly side of Holyoke Street bearing south  $54^{\circ} 05' 22''$  east and 122.00 feet distant from station 578+28.60 of said main base line.

The easterly end of the first section of State highway hereby laid out is defined by a line beginning at the point of ending of the northerly location line of said section, on the southwesterly side of Holyoke Street, and extending thence south  $18^{\circ} 43' 50''$  east 33.92 feet to a point bearing north  $18^{\circ} 43' 50''$  west 119.13 feet distant from station 577+27.83 of said main base line; thence south  $54^{\circ} 05' 22''$  east 292.65 feet to the point of ending of the southerly location line of said section hereinbefore described.

The northerly line of location of the second section of State highway hereby laid out begins at a point on the easterly side of North Street bearing north  $4^{\circ} 09' 53''$  east and 102.02 feet distant from station 596+06.31 of the main base line hereinbefore described, and extends thence parallel to said main base line and 100.00 feet distant therefrom to a point bearing north  $7^{\circ} 15' 22''$  west and 100.00 feet distant from station 600; thence north  $7^{\circ} 15' 22''$  west 150.00 feet to a point bearing north  $7^{\circ} 15' 22''$  west and 250.00 feet distant from said station 600; thence parallel to said main base line and 250.00 feet distant therefrom to a point bearing north  $7^{\circ} 15' 22''$  west and 250.00 feet distant from station 642 of said main base line; thence south  $7^{\circ} 15' 22''$  east 49.00 feet to a point bearing north  $7^{\circ} 15' 22''$  west and 201.00 feet distant from said station 642; thence north  $82^{\circ} 44' 38''$  east 324.31 feet to a point bearing north  $49^{\circ} 13' 22''$  west and 270.33 feet distant from station 647+05.03 of said main base line; thence south  $49^{\circ} 13' 22''$  east 60.47 feet to a point bearing north  $49^{\circ} 13' 22''$  west and 209.86 feet distant from said station 647+05.03; thence north  $40^{\circ} 47' 53''$  east 140.56 feet to a point bearing north  $15^{\circ} 24' 16''$  west and 252.55 feet distant from said station 647+05.03; thence parallel to said main base line and 250.00 feet distant therefrom to a point bearing



north  $25^{\circ} 03' 16''$  west and 50.00 feet distant from station 23+69.02 of the aforesaid auxiliary base line "B"; thence parallel to said auxiliary base line "B" and 50.00 feet distant therefrom to a point bearing north  $0^{\circ} 49' 09''$  east and 50.00 feet distant from station 35+93.27; thence south  $0^{\circ} 49' 09''$  west 121.09 feet to a point on the northerly side of East Street bearing south  $0^{\circ} 49' 09''$  west and 71.09 feet distant from said station 35+93.27; thence following said side of East Street south  $82^{\circ} 44' 33''$  west 92.17 feet to a point bearing south  $14^{\circ} 37' 57''$  west and 86.94 feet distant from station 35+27.63 of said auxiliary base line "B"; thence leaving said side of street and extending south  $14^{\circ} 37' 57''$  west 103.82 feet to a point bearing south  $14^{\circ} 37' 57''$  west and 190.36 feet distant from said station 35+27.63; thence south  $7^{\circ} 15' 22''$  east 221.61 feet to a point bearing north  $18^{\circ} 06' 51''$  east and 200.00 feet distant from station 70+76.65 of said main base line; thence parallel to said main base line and 200.00 feet distant therefrom to a point bearing north  $25^{\circ} 58' 36''$  east and 200.00 feet distant from station 713; thence north  $25^{\circ} 58' 36''$  east 50.00 feet to a point bearing north  $25^{\circ} 58' 36''$  east and 250.00 feet distant from said station 713; thence parallel to said main base line and 250.00 feet distant therefrom to a point at the end of the section and of the layout bearing north  $31^{\circ} 11' 58''$  east and 250.00 feet distant from station 765+64.00.

The southerly line of location of the second section of State highway hereby laid out begins at a point on the easterly side of North Street bearing south  $4^{\circ} 09' 53''$  west and 125.00 feet distant from station 596+06.31 of the aforesaid main base line, and extends thence north  $72^{\circ} 59' 48''$  east 221.65 feet to a point bearing south  $7^{\circ} 15' 22''$  east and 35.00 feet distant from station 593 of said main base line; thence parallel to said main base line and 85.00 feet distant therefrom to a point bearing south  $7^{\circ} 15' 22''$  east and 85.00 feet distant from station 602+42.10; thence north  $7^{\circ} 15' 22''$  west 10.00 feet to a point bearing south  $7^{\circ} 15' 22''$  east and 75.00 feet distant from said station 602+42.10; thence parallel to said main base line and 75.00 feet distant therefrom to a point bearing south  $7^{\circ} 15' 22''$  east and 75.00 feet distant from station 605+42.10; thence south  $7^{\circ} 15' 22''$  east 175.00 feet to a point bearing south  $7^{\circ} 15' 22''$  east and 250.00 feet distant from said station 605+42.10; thence parallel to said main base line and 250.00 feet distant therefrom to a point bearing south  $7^{\circ} 15' 22''$  east and 250.00 feet distant from station 647+55.15; thence north  $40^{\circ} 47' 53''$  east 71.61 feet to a point bearing south  $22^{\circ} 01' 02''$  east and 209.04 feet distant from said station 647+55.15; thence north  $82^{\circ} 44' 33''$  east 143.13 feet to a point bearing south  $15^{\circ} 44' 21''$  west and 219.58 feet distant from station 650+37.33 of said main base line; thence north  $61^{\circ} 14' 53''$  east 153.83 feet to a point bearing south  $28^{\circ} 45' 07''$  east and 156.64 feet distant from said station 650+37.33; thence south  $28^{\circ} 45' 07''$  east 112.05 feet to a point bearing south  $28^{\circ} 45' 07''$  east and 268.69 feet distant from said station 650+37.33; thence north  $82^{\circ} 44' 33''$  east 321.90 feet to a point bearing south  $7^{\circ} 15' 22''$  east and 250.00 feet distant from station 658+57.63 of said main base line; thence



north  $61^{\circ} 14' 53''$  east 300.51 feet to a point bearing south  $28^{\circ} 45' 07''$  east and 150.34 feet distant from station 656+82.19 of said main base line; thence south  $28^{\circ} 45' 07''$  east 118.35 feet to a point bearing south  $28^{\circ} 45' 07''$  east and 268.69 feet distant from said station 656+82.19; thence parallel to said main base line and 250.00 feet distant therefrom to a point bearing south  $7^{\circ} 15' 22''$  east and 250.00 feet distant from station 678+19.88; thence north  $7^{\circ} 15' 22''$  west 75.00 feet to a point bearing south  $7^{\circ} 15' 22''$  east and 175.00 feet distant from said station 678+19.88; thence easterly, as shown on plan, by a curve to the right of 5825.00 feet radius 676.04 feet to a point bearing south  $32^{\circ} 21' 27''$  east and 204.66 feet distant from station 684+08.52 of said main base line; thence south  $32^{\circ} 21' 27''$  east 101.02 feet to a point on the northwesterly side of East Street bearing south  $32^{\circ} 21' 27''$  east and 305.68 feet distant from said station 684+08.52; thence following said side of East Street south  $61^{\circ} 25' 33''$  west 450.00 feet to a point bearing north  $23^{\circ} 34' 27''$  west and 26.20 feet distant from station 10+01.51 of the aforesaid auxiliary base line "B"; thence, crossing East Street, south  $23^{\circ} 34' 27''$  east 49.50 feet to a point on the southeasterly side thereof bearing south  $23^{\circ} 34' 27''$  east and 23.30 feet distant from said station 10+01.51; thence leaving said side of street and extending north  $73^{\circ} 53' 10''$  east 205.46 feet to a point bearing south  $58^{\circ} 03' 10''$  east and 78.03 feet distant from station 11+63.73 of said auxiliary base line "B"; thence south  $58^{\circ} 03' 10''$  east 329.59 feet to a point bearing south  $58^{\circ} 03' 10''$  east and 407.62 feet distant from said station 11+63.73; thence by a curve to the left of 573.00 feet radius 840.88 feet to a point bearing south  $37^{\circ} 51' 54''$  west and 493.65 feet distant from station 697+43.53 of said main base line; thence north  $37^{\circ} 51' 54''$  east 212.12 feet to a point bearing south  $37^{\circ} 51' 54''$  west and 281.53 feet distant from said station 697+43.53; thence parallel to said main base line and 250.00 feet distant therefrom to a point bearing south  $31^{\circ} 11' 58''$  west and 250.00 feet distant from station 734+65.00; thence north  $31^{\circ} 11' 58''$  east 125.00 feet to a point bearing south  $31^{\circ} 11' 58''$  west and 125.00 feet distant from said station 734+65.00; thence south  $50^{\circ} 48' 02''$  east 477.00 feet to a point bearing south  $31^{\circ} 11' 58''$  west and 125.00 feet distant from station 739+42.00 of said main base line; thence south  $29^{\circ} 46' 18''$  east 154.56 feet to a point bearing south  $31^{\circ} 11' 58''$  west and 200.00 feet distant from station 740+77.14 of said main base line; thence south  $50^{\circ} 48' 02''$  east 722.86 feet to a point bearing south  $31^{\circ} 11' 58''$  west and 200.00 feet distant from station 748.07 of said main base line; thence north  $31^{\circ} 11' 58''$  east 30.00 feet to a point bearing south  $31^{\circ} 11' 58''$  west and 170.00 feet distant from said station 748; thence south  $50^{\circ} 48' 02''$  east 400.00 feet to a point bearing south  $31^{\circ} 11' 58''$  west and 170.00 feet distant from station 752 of said main base line; thence south  $31^{\circ} 11' 58''$  west 30.00 feet to a point bearing south  $31^{\circ} 11' 58''$  west and 250.00 feet distant from said station 752; thence parallel to said main base line and 250.00 feet distant therefrom to a point bearing south  $12^{\circ} 59' 15''$  west and 263.18 feet distant from station 760+63.69 of said main base line, said point marking the end of the section and of the layout.



The westerly end of the second section of State highway hereby laid out is defined by that portion of the easterly street line of North Street bearing south  $4^{\circ} 09' 53''$  west and 227.02 feet in length, extending between the points of beginning of the northerly and southerly location lines of the section above described.

The easterly end of the second section of State highway hereby laid out is defined by a line beginning at the point of ending of the southerly location line of said section hereinbefore described, and extending thence north  $82^{\circ} 12' 54''$  east 93.34 feet to a point bearing south  $7^{\circ} 47' 07''$  east and 246.03 feet distant from station 760+63.69 of the aforesaid main base line; thence north  $7^{\circ} 47' 07''$  west 120.00 feet to a point bearing south  $7^{\circ} 47' 07''$  east and 126.03 feet distant from said station 760+63.69; thence north  $82^{\circ} 12' 54''$  east 320.63 feet to a point bearing north  $82^{\circ} 12' 54''$  east and 174.85 feet distant from station 762+64.09 of said main base line; thence north  $80^{\circ} 42' 48''$  east 215.63 feet to the point of ending of the northerly location line of the section hereinbefore described.

The location lines of the sections of State highway hereby laid out are further defined by bounds set thereon at angle points, points of curvature, and at the beginning and end of each section, and at intermediate points as follows: On both location lines opposite stations 539, 613, 623, 633, 663 and 727; on the southerly location line only opposite stations 525, and 531+56.56; at a point bearing south  $7^{\circ} 48' 40''$  east and 150.01 feet distant from station 562+39.43; at a point bearing south  $8^{\circ} 52' 40''$  east and 150.06 feet distant from station 568+47.76; and at points opposite stations 642, 704+76.65 and 717; and on the northerly location line opposite stations 554, 605+42.10, 654+57.68, 660, 686, 733+55.00, 743, 752 and 759; also at angle points on the easterly ends of each section.

The right of access to and egress from the above-described State highway location is limited, being permitted only as follows:

- (a) Free access to and egress from said location is allowed across the line defining the easterly end of the first section thereof, and across the lines defining the westerly and easterly ends of the second section thereof, as hereinbefore described.
- (b) At West Street free access to and egress from said location is allowed across the southerly location line of the State highway between a point on the westerly side of West Street bearing south  $89^{\circ} 22' 34''$  east and 35.00 feet distant from station 14+52.54 of the aforesaid auxiliary base line "A" and a point on said location line bearing south  $0^{\circ} 37' 26''$  west and 100.96 feet distant from station 518+64.45 of the aforesaid main base line; also across the northerly location line of the State highway between a point thereon bearing north  $0^{\circ} 37' 26''$  east and 151.43 feet distant from station 513+03.37 of the aforesaid main base line and a point thereon bearing north  $79^{\circ} 23' 12''$  east and 30.00 feet distant from station 27+64.03 of the aforesaid auxiliary base line "A".



- (c) At Chapin Street free access to and egress from said location is allowed across the northerly and southerly location lines of the State highway within the limits of the existing location of Chapin Street.
- (d) At East Street free access to and egress from said location is allowed across the northerly location line of the State highway between points thereon bearing north  $0^{\circ} 49' 09''$  east and south  $0^{\circ} 49' 09''$  west and 50.00 feet and 71.09 feet distant respectively from station 35+98.27 of the aforesaid auxiliary base line "B"; and across the southerly location line of the State highway between points thereon bearing north  $28^{\circ} 34' 27''$  west and south  $28^{\circ} 34' 27''$  east and 26.20 feet and 23.30 feet distant respectively from station 10+01.51 of said auxiliary base line "B". Access to and egress from said location is also permitted, for residential purposes only, across the southerly location line of the State highway between points on the northwesterly side of East Street as follows:
- Opposite stations 14+50 and 14+30 of said auxiliary base line "B";
  - Opposite stations 13+50 and 13+30 of said auxiliary base line "B";
  - Opposite stations 13+00 and 12+70 of said auxiliary base line "B";
  - Opposite stations 11+72 and 11+06 of said auxiliary base line "B"; and
  - Opposite station 10+20 and a point bearing north  $28^{\circ} 34' 27''$  west and 26.20 feet distant from station 10+01.51 of said auxiliary base line "B".
- Access to and egress from said location is also permitted, for residential purposes only, across the southerly location line of the State highway between a point on the southeasterly side of East Street bearing south  $28^{\circ} 34' 27''$  east and 23.30 feet distant from station 10+01.51 of said auxiliary base line "B" and a point on said location line marking its junction with the dividing line between property of Homer and Mary Dranelle and that of Aloria L. and Velma F. Vermette.
- (e) At Miller Street free access to and egress from said location is allowed across the northerly location line of the State highway between a point thereon about opposite station 738+75 and a point thereon bearing north  $7^{\circ} 27' 00''$  east and 273.13 feet distant from station 738+65.00 of the aforesaid main base line; and across the southerly location line of the State highway between points thereon about opposite stations 738+25 and 739+42.00 of said main base line.
- (f) Access to and egress from said location is allowed the City of Springfield and/or its agents for the purpose of maintaining water pipes crossing said location near stations 501 and 542 of the aforesaid main base line across the northerly location line of the State highway between the point of beginning thereof and a point



on said location line 50.00 feet distant easterly from said point of beginning, also between points on said northerly location line opposite stations 548+70 and 549+70 of the aforesaid main base line; and across the southerly location line of the State highway between the point of beginning thereof and a point on said location line 50.00 feet distant easterly from said point of beginning, also between points on said southerly location line opposite stations 537+80 and 538+80 of said main base line.

- (g) Access to and egress from said State highway location is allowed the Western Massachusetts Electric Company, its successors and/or assigns, across the northerly location line of said State highway location between points thereon about opposite stations 658+98 and 659+18 of the aforesaid main base line and across the southerly location line between points thereon about opposite stations 657+75 and 658+05 of said main base line. The above access-egress is allowed only for the purpose of maintaining the power line crossing said State highway location near station 659 of said main base line.

- (h) Access to and egress from said State highway location is allowed the Ludlow Manufacturing Sales Company, its successors and/or assigns, across said northerly location line between points thereon opposite stations 723+67 and 724+31 of said main base line, and across the southerly location line between points thereon opposite stations 721+05 and 722+49 of said main base line. The above access-egress is allowed only for the purpose of maintaining the power line crossing said State highway location near station 723 of said main base line.

In connection with the laying out of the State highway hereinbefore described eight sections of highway are hereby laid out in behalf of the Town of Ludlow under the provisions of Chapter 44B of the Acts of 1948, said sections of highway being described as follows:

Section No. 1

The first section of highway hereby laid out in behalf of the town of Ludlow comprises an extension of Prospect Street from the present location thereof adjoining the aforesaid State highway location about opposite station 511+04.55 of the main base line hereinbefore described easterly, northerly, and again easterly for a total distance of about 1,000 feet to the westerly side of West Street about opposite station 23+50 of auxiliary base line "A" hereinbefore described.

The northerly location line of the first section of highway hereby laid out begins at a point on the existing northerly street line of Prospect Street bearing north  $9^{\circ} 05' 44''$  west and 248.50 feet distant from station 511+04.55 of said main base line, and extends thence, leaving said present street line, north  $86^{\circ} 23' 39''$



east 50.23 feet to a point bearing north  $9^{\circ} 05' 44''$  west and 245.29 feet distant from station 511+54.57 of said main base line; thence north  $9^{\circ} 05' 44''$  west 166.71 feet to a point bearing north  $9^{\circ} 05' 44''$  west and 412.90 feet distant from said station 511+54.57; thence north  $80^{\circ} 34' 16''$  east 211.10 feet to a point bearing north  $12^{\circ} 07' 38''$  east and 445.01 feet distant from station 512+04.60 of said main base line; thence north  $89^{\circ} 05' 04''$  east 505.04 feet to a point at the end of the section on the westerly side of West Street and on the northerly location line of the State highway layout hereinbefore described, said point bearing north  $89^{\circ} 22' 34''$  west and being 30.00 feet distant from station 23+71.77 of the aforesaid auxiliary base line "A".

The southerly location line of the first section of highway hereby laid out begins at a point on the northerly location line of the aforesaid State highway layout bearing north  $9^{\circ} 05' 44''$  west and 198.27 feet distant from station 511+04.55 of the main base line hereinbefore described, and extends thence, in part following said State highway location line, north  $86^{\circ} 23' 39''$  east 100.46 feet to a point bearing north  $9^{\circ} 05' 44''$  west and 191.85 feet distant from station 512+04.60 of said main base line; thence north  $9^{\circ} 05' 44''$  west 164.75 feet to a point bearing north  $9^{\circ} 05' 44''$  west and 356.60 feet distant from said station 512+04.60; thence north  $88^{\circ} 52' 27''$  east 654.11 feet to a point at the end of the section on the northerly location line of the aforesaid State highway layout bearing south  $88^{\circ} 52' 27''$  west and 30.02 feet distant from station 22+94.50 of said auxiliary base line "A".

The westerly end of the first section of highway hereby laid out is defined by that portion of the existing street line of Prospect Street bearing north  $9^{\circ} 05' 44''$  west and 50.23 feet in length, extending between the points of beginning of the southerly and northerly location lines of the layout.

The easterly end of the first section of highway hereby laid out is defined by that portion of the northerly location line of the State highway layout hereinbefore described extending between the points of ending of the southerly and northerly location lines of the layout.

#### Section No. 2

The second section of highway hereby laid out in behalf of the town of Ludlow comprises a widening and relocation of the existing location of Riverview Street adjoining the southerly location line of the aforesaid State highway layout from the westerly side of West Street westerly about 200 feet.

The southerly location line of the second section of highway hereby laid out begins at a point on the existing southerly side of Riverview Street bearing south  $81^{\circ} 31' 50''$  west and 230.63 feet distant from station 14+52.54 of the aforesaid auxiliary base line "A", and extends thence, leaving said existing side of street, south  $9^{\circ} 05' 39''$  east 7.00 feet to a point



bearing south  $79^{\circ} 47' 31''$  west and 230.71 feet distant from said station 14+52.54; thence north  $80^{\circ} 54' 21''$  east 45.00 feet to a point bearing north  $77^{\circ} 36' 05''$  west and 136.16 feet distant from station 13+78.79 of said auxiliary base line "A"; thence south  $77^{\circ} 36' 05''$  east 136.11 feet to a point bearing north  $77^{\circ} 36' 05''$  west and 50.05 feet distant from said station 13+78.79; thence by a curve to the right of 25.00 feet radius 37.09 feet to a point at the end of the section on the westerly side of West Street, bearing south  $60^{\circ} 10' 31''$  west and 33.96 feet distant from said station 13+78.79.

The northerly line of location of the second section of highway hereby laid out is identical with that portion of the southerly location line of the aforesaid State highway layout extending from a point opposite the point of beginning of the southerly location line of this section to the westerly side of West Street.

#### Section No. 3

The third section of highway hereby laid out in behalf of the town of Ludlow comprises a widening of West Street on the easterly side thereof from the northerly location line of the State highway layout hereinbefore described northerly about 130 feet.

The easterly line of location of the third section of highway hereby laid out begins at a point on the northerly location line of the aforesaid State highway layout bearing north  $79^{\circ} 23' 12''$  east and 30.00 feet distant from station 27+64.03 of auxiliary base line "A" hereinbefore described and extends thence northerly, as shown on plan, by a curve to the left of 2030.00 feet radius 130.85 feet to a point bearing north  $74^{\circ} 16' 56''$  east and 30.00 feet distant from station 29+42.20 of said auxiliary base line "A"; thence south  $74^{\circ} 16' 56''$  west to a point at the end of the section on the existing easterly street line of West Street.

The westerly street line of West Street remains unchanged by this section of layout.

#### Section No. 4

The fourth section of highway hereby laid out in behalf of the town of Ludlow comprises a widening of a portion of West Avenue beginning at the easterly side of West Street and extending easterly about 275 feet.

The southerly line of location of the fourth section of highway hereby laid out begins at a point on the southerly location line of the hereinbefore described State highway layout bearing south  $0^{\circ} 37' 26''$  west and 168.00 feet distant from station 518+64.45 of the main base line hereinbefore described, and extends thence, leaving said State highway location line, north  $77^{\circ} 58' 51''$  east 276.57 feet to a point at the end of the section on the southerly side of West Avenue as now existing bearing south  $7^{\circ} 16' 04''$  east and 143.50 feet distant from station 521+17.00 of the hereinbefore described <sup>main</sup> base line.



The northerly line of location of the fourth section of highway hereby laid out is identical with that portion of the southerly location line of said State highway layout beginning at a point bearing south  $0^{\circ} 37' 26''$  west and 100.96 feet distant from station 513+64.45 of the aforesaid main base line and extending north  $82^{\circ} 43' 56''$  east to a point opposite the point of ending of the southerly location line of the section hereinbefore described.

Section No. 5

The fifth section of highway hereby laid out in behalf of the town of Ludlow comprises an extension of the present location of West Avenue from the easterly end thereof easterly about 3,000 feet to the southwesterly side of Holyoke Street.

The southerly line of location of the fifth section of highway hereby laid out begins at a point on the southerly side of the existing location of West Avenue bearing south  $17^{\circ} 46' 15''$  east and 145.95 feet distant from station 549+50.00 of the main base line hereinbefore described and extends thence, leaving said existing side of West Avenue, south  $89^{\circ} 46' 25''$  east 353.85 feet to a point bearing south  $3^{\circ} 31' 17''$  east and 190.41 feet distant from station 553+39.83 of said main base line; thence parallel to said main base line and 190.00 feet distant therefrom to a point bearing south  $10^{\circ} 43' 58''$  east and 190.35 feet distant from station 574+61.50; thence north  $75^{\circ} 48' 15''$  east 267.90 feet to a point bearing south  $0^{\circ} 27' 04''$  east and 158.81 feet distant from station 577+57.80 of said main base line, said point being on the westerly street line of Davis Street. Then begins again at a point on the easterly street line of Davis Street bearing south  $15^{\circ} 30' 22''$  east and 154.30 feet distant from said station 577+57.80 and extends thence north  $73^{\circ} 47' 12''$  east 183.27 feet to a point at the end of the section on the southwesterly street line of Holyoke Street bearing south  $54^{\circ} 05' 22''$  east and 181.50 feet distant from station 578+28.60 of said main base line.

The northerly line of location of the fifth section of highway hereby laid out is defined by that portion of the southerly location line of the first section of State highway layout hereinbefore described extending from the easterly end of the existing location of West Avenue easterly to a point at the end of the section on the southwesterly street line of Holyoke Street bearing south  $54^{\circ} 05' 22''$  east and 122.00 feet distant from station 578+28.60 of the aforesaid main base line.

Section No. 6

The sixth section of highway hereby laid out in behalf of the town of Ludlow comprises a widening of the existing location of East Street on the northerly side thereof, and extends from the northerly location line of the second section of the hereinbefore described State highway layout easterly about 770 feet.



The northerly line of location of East Street as hereby laid out begins at a point on the northerly location line of said State highway layout marking its junction with the northerly line of the existing location of East Street, said point bearing south  $0^{\circ} 49' 09''$  west and being 71.09 feet distant from station 35+98.27 of the aforesaid auxiliary base line "B", and extends thence, following said State highway location line, north  $0^{\circ} 49' 09''$  east 121.09 feet to a point bearing north  $0^{\circ} 49' 09''$  east and 50.00 feet distant from said station 35+98.27 of auxiliary base line "B"; thence leaving said State highway location line, and extending south  $89^{\circ} 10' 51''$  east 770.83 feet to a point bearing north  $7^{\circ} 15' 22''$  west and 33.49 feet distant from the point of ending of said auxiliary base line "B" shown on plan as station 43+75.00; thence south  $7^{\circ} 15' 22''$  east 11.61 feet to a point at the end of this section, again on the existing northerly line of said street bearing north  $7^{\circ} 15' 22''$  west and 21.88 feet distant from said station 43+75.00 of base line "B".

The southerly street line of East Street is not affected by this section of layout.

#### Section No. 7

The seventh section of highway hereby laid out in behalf of the Town of Ludlow consists of establishing a new location adjoining the northeasterly side of the State highway location hereinbefore described, and extends from the easterly side of Miller Street, so called, southeasterly about five-eighths of a mile to the southeasterly end of Section 2 of said State highway location.

The northeasterly location line of the seventh section of highway hereby laid out begins at a point on the easterly street line of Miller Street bearing north  $1^{\circ} 40' 09''$  west and 386.94 feet distant from station 734+65.00 of the main base line hereinbefore described, and extends thence parallel to the hereinbefore described northerly location line of said State highway and 75.00 feet distant therefrom to a point at the end of this section, bearing north  $46^{\circ} 21' 00''$  east and 336.70 feet distant from the point of ending of said main base line shown on plan as station 765+64.00.

The southwesterly line of location of the seventh section of highway hereby laid out is identical with that portion of the aforesaid northerly location line of the State highway extending southeasterly from the easterly street line of Miller Street to the end of the second section of said State highway.

The westerly end of the seventh section of highway hereby laid out is defined by that portion of the easterly street line of Miller Street bearing north  $21^{\circ} 55' 50''$  west and 125.00 feet in length, extending between the points of beginning of the above-described southwesterly and northeasterly location lines of this section.



The southeasterly end of the seventh section of highway hereby laid out is defined by a line bearing north  $80^{\circ} 45' 34''$  east and 115.62 feet in length, extending between the points of ending of the aforesaid southwesterly and northeasterly location lines of this section.

Section No. 8

The eighth section of highway hereby laid out in behalf of the Town of Ludlow consists of a widening of the existing location of Miller Street, being located on the northeasterly side thereof adjoining the southerly location line of the State highway hereinbefore described.

The northeasterly line of location of the eighth section of highway hereby laid out begins at a point on the existing northeasterly street line of Miller Street at its junction with the southerly location line of said State highway, said point bearing south  $38^{\circ} 19' 00''$  west and being 125.97 feet distant from station 739+42.00 of the aforesaid main base line thence following said State highway location line south  $58^{\circ} 48' 02''$  east 15.61 feet to a point bearing south  $31^{\circ} 11' 58''$  west and 125.00 feet distant from said station 739+42.00; thence south  $29^{\circ} 46' 18''$  east 154.56 feet to a point at the end of the section again on said existing street line of Miller Street, bearing south  $31^{\circ} 11' 58''$  west and 200.00 feet distant from station 740+77.14 of said main base line.

The southwesterly street line of Miller Street remains unchanged by this section of layout.

The location lines of the above described Sections 1 to 8, inclusive, are further defined by bounds set thereon at angle points, points of curvature, at the beginning and end of each section; at intermediate points on Section No. 5 as follows: at points bearing south  $7^{\circ} 43' 40''$  east and 150.01 feet and 190.01 feet distant from station 562+39.43 of the aforesaid main base line, and at points bearing south  $8^{\circ} 52' 40''$  east and 150.0 feet and 190.08 feet distant from station 568+47.76 of said main base line also at intermediate points on both location lines of Section No. 7 opposite stations 743, 752, and 759 of said main base line.

In connection with the laying out of the sections of limited access State highway, as aforesaid, is the taking of four easements for right of way purposes in land hereinafter described as Parcels R-1, R-2, R-3 and R-4. Said easements are hereby taken under the provisions of Chapter 448 of the Acts of 1948 in behalf of owners of land whose rights of access thereto and egress therefrom would otherwise become inoperative due to the limited access provisions of said State highway layout. Said easements consist of the right to construct a roadway and/or necessary public utilities upon said land, and to maintain and use the same.

Parcel R-1 comprises a strip of land 50 feet in width adjoining the northerly location line of the first section of the aforesaid State highway layout and extends from Fairview Street to Glenwood Street, described as follows:

Parcel R-1. A parcel of land supposed to be owned by MARY KREHEL, the aforesaid rights being taken therein in behalf of those having rights in Fairview Street and in Glenwood Street. Said parcel is bounded southwesterly by the first section of the aforesaid State highway layout about 98 feet; westerly by Glenwood Street about 63 feet; northeasterly by other land of said Krehel 201.19 feet; and southerly by Fairview Street about 83 feet, containing about 0.17 acres.



Parcels E-2 and E-3 together comprise a strip of land 25 feet in width adjoining the northerly location line of the second section of the aforesaid State highway layout and extend from the northeasterly side of Chapin Street northeasterly and easterly about 1150 feet to the dividing line between land of the Town of Ludlow and land of John S. Lane and Son, Inc. Said parcels are described as follows:

Parcel E-2. A parcel of land supposed to be owned by BERTHA M. MAKOWIEC, the aforesaid rights being taken therein in behalf of the Town of Ludlow, John S. Lane & Son, Inc., and the Ludlow Fish & Game Club, Inc. Said parcel is bounded - southwesterly by Chapin Street about 25 feet; northwesterly and northerly by other land of said Makowiec about 139 feet; and southeasterly by land now or formerly of the Town of Ludlow about 130 feet, containing about 2,900 square feet.

Parcel E-3. A parcel of land supposed to be owned by the TOWN OF LUDLOW, the aforesaid rights being taken therein in behalf of John S. Lane & Son, Inc. and the Ludlow Fish & Game Club, Inc. Said parcel is bounded - northerly by other land of said Town of Ludlow about 1020 feet; easterly by land of John S. Lane and Son, Inc. about 25 feet; southerly by the second section of the State highway location hereinbefore described about 1047 feet; and northwesterly by land of Bertha M. Makowiec about 38 feet, containing about 0.59 acres.

Parcel E-4 comprises a triangular piece of land lying southeasterly of East Street and adjoining the southerly location line of the second section of State highway layout hereinbefore described, said parcel being described as follows:

Parcel E-4. A parcel of land supposed to be owned by ALORIA L. AND VELMA F. VERMETTE, the aforesaid rights being taken therein in behalf of Homer and Mary Brunelle. Said parcel of land is bounded - easterly by land of Homer and Mary Brunelle 15 feet; southerly by other land of said Aloria L. and Velma F. Vermette about 82 feet; and northerly by the aforesaid State highway location about 82 feet, containing about 620 square feet.

Easements are hereby granted to the Escony-Vacuum Oil Co., its successors and/or assigns, within portions of the State highway location hereinbefore described. Said easements consist of the right to construct, maintain, and use pipe lines and appurtenances therefor within the limits of said portions of the State highway location in such manner as in the opinion of this Department will not interfere with the use of the highway. Said portions of highway location are described as follows:-

The northerly boundary of the first portion of the State highway location within which an easement is hereby granted as aforesaid begins at the point of beginning of the northerly location line of the first section of the State highway hereinbefore described and extends thence, following said State highway location line easterly, as shown on plan, to a point thereon bearing north



0° 37' 26" east and 151.43 feet distant from station 513+03.37 of the main base line of the layout for said State highway; thence, leaving said State highway location line and extending parallel to said main base line and 150.00 feet distant therefrom to a point again on said State highway location line bearing north 7° 16' 04" west and 150.00 feet distant from station 527+23.07 of said main base line; thence, following said State highway location line easterly, as shown on plan, to the point of ending thereof at the line defining the easterly end of the first section of the foregoing State highway layout on Holyoke Street.

The southerly boundary of the first portion of the State highway location within which an easement is hereby granted as aforesaid begins at a point on the dividing line between the city of Chicopee and the town of Ludlow 50.00 feet distant southerly of the northerly boundary of said portion of highway location hereinbefore described and extends thence, parallel to the above-described northerly boundary and 50.00 feet distant therefrom, as shown on plan, to a point bearing north 7° 48' 40" west and 106.51 feet distant from station 561+89.43 of the aforesaid main base line; thence south 7° 43' 40" east 25.00 feet; thence north 82° 43' 50" east 50.00 feet; thence parallel to said northerly boundary and 25.00 feet distant therefrom to a point bearing north 8° 52' 40" west and 81.54 feet distant from station 568+47.76 of said main base line; thence north 82° 43' 50" east to a point opposite station 569+00 of said main base line; thence north 8° 52' 40" west 13.52 feet; thence parallel to said northerly boundary and 50.00 feet distant therefrom to a point opposite station 576+50 of said main base line; thence southeasterly to a point opposite and 35 feet distant northerly from station 577+20 of said main base line; thence north 82° 44' 38" east about 75 feet to a point on the line defining the easterly end of the first section of the State highway layout hereinbefore described at Holyoke Street.

The westerly and easterly ends of the first portion of highway layout within which said easement is hereby granted are defined respectively by those portions of the lines defining the westerly and easterly ends of the first section of the aforesaid State highway layout extending between the above described northerly and southerly boundaries.

The northerly boundary of the second portion of the State highway location within which an easement is granted as aforesaid begins at the point of beginning of the northerly location line of the second section of the State highway hereinbefore described, and extends thence, following said State highway location line, as shown on plan, easterly to a point thereon bearing north 25° 03' 16" west and 50.00 feet distant from station 23+69.02 of auxiliary base line "B" hereinbefore described.

The southerly boundary of the second portion of the State highway location within which an easement is hereby granted as aforesaid begins at a point on the line defining the westerly end of the second section of the aforesaid State highway layout 25.00 feet distant southerly of the northerly boundary of said



portion of highway location hereinbefore described, and extends thence parallel to said northerly boundary and 25.00 feet distant therefrom to a point opposite and 75.00 feet distant from station 600+00 of the aforesaid main base line; thence north  $82^{\circ} 44' 38''$  east 50.00 feet; thence north  $7^{\circ} 15' 22''$  west 25.00 feet; thence parallel to said northerly boundary and 50.00 feet distant therefrom to a point opposite and 200.00 feet distant from station 641+50 of said main base line; thence south  $7^{\circ} 15' 22''$  east 49.00 feet; thence north  $82^{\circ} 44' 38''$  east 50.00 feet; thence parallel to said northerly boundary and 50.00 feet distant therefrom to a point about opposite station 645+00 of said main base line; thence parallel to said northerly boundary and/or the southwesterly street line of Chapin Street about 90 feet; thence north  $40^{\circ} 47' 53''$  east 50.00 feet; thence parallel to said northerly boundary and 50.00 feet distant therefrom to a point opposite station 692 of said main base line; thence easterly, as shown on plan, to the point of ending of said northerly boundary, bearing north  $25^{\circ} 03' 16''$  west and 50.00 feet distant from the aforesaid station 23+69.02 of auxiliary base line "B".

The westerly end of the second portion of highway layout within which said easement is hereby granted is defined by that portion of the line defining the westerly end of the second section of the aforesaid State highway layout extending between the above-described northerly and southerly boundary lines.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 685 of the Acts of 1950, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (with the exception of the structures on Parcels 41, 46, 53, 60, 62, 66, 68 and 80), situated in the town of Ludlow, county of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 1 to 91, inclusive, 92A, 92B, 93 to 151, inclusive, and 153 to 157, inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Ludlow which are included in the foregoing description, but included in said takings are all rights of easement held by the Western Massachusetts Electric Company previous to the date of this instrument in the area, 150 feet in width, located within said State highway location and extending easterly from the aforesaid Chicopee-Ludlow line (centered on the aforesaid main base line to station 678+19.88 thereof and being substantially as shown



on plan beyond said station) to its departure from said State highway location at about station 36 of auxiliary base line "D" hereinbefore described; excluding from said taking that portion of the easement held by said Company within the area 20 feet in width crossing said taking area at about station 659 of said main base line, as shown on said plan. Also included in said taking are all rights of easement held by the Socony Vacuum Oil Company previous to the date of this instrument within said State highway location westerly of station 23+69.02 of auxiliary base line "D" hereinbefore described, the easement held by said Company within said State highway location easterly of said station not being included in said taking.

For the purpose of laying out, constructing and maintaining the sections of highway above described, the Department of Public Works, on behalf of the Town of Ludlow, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws, and of Chapter 685 of the Acts of 1950, Parcels 1-T to 20-T, inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon, situated in the town of Ludlow, county of Hampden, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the town of Ludlow which are included in the foregoing description, but included in said takings are all rights of easement held by the Western Massachusetts Electric Company previous to the date of this instrument in the sixth section of highway laid out in behalf of the Town of Ludlow as hereinbefore described.

Easements of access of Nina M. Catalani, William H. and Elsie Tremier, Mitchell J. and Vanda H. Marzalek, and John Jaclov across the southerly location line of the State highway hereinbefore described, on the northwesterly side of East Street, are hereby taken; being designated respectively as Parcels AT-1, AT-2, AT-3 and AT-4 on the plan hereinafter referred to.



The State highway hereby laid out, the sections of town highway hereby laid out, and the aforesaid takings are shown on a plan signed by P. R. Kitfield, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Ludlow Hampden County Laid out as a State Highway by the Department of Public Works July 29, 1952. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

A certain parcel of land included in this taking is registered land, and is shown on the plan hereinbefore referred to as Parcel No. 113; said land being registered in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, as follows:

<u>Parcel No.</u>	<u>Owner</u>	<u>Book No.</u>	<u>Page No.</u>	<u>Certificate No.</u>
113	Gilbert and Margaret LeBlanc	23	107	5730

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made; all awards to be paid by the Commonwealth:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	City of Springfield (Municipal Water Works)	0.20 acres	
2	Elmer W. and George A. Wood	1.01 acres	\$1.00
3	Martin, Pauline A. and Anna M. May	0.15 acres	1.00
4	Owner Unknown (Russell Street)	1.58 acres	1.00
5	Martin May	2.03 acres	1.00
6	Sam Kalita	2.16 acres	1.00
7	Samuel and Klementina T. Kalita	0.27 acres	1.00
8	Martin, Pauline A. and Anna M. May	3.35 acres	1.00
9	Peter Saletnik	0.72 acres	1.00
10	Owner Unknown (Prospect Street)	0.98 acres	1.00
11	Martin, Pauline A. and Anna M. May	0.17 acres	1.00
12	Mary and Onufry Laszenik	0.11 acres	1.00
13	John Saletnik	0.10 acres	1.00
14	Anna and Pauline May and Heirs of Frank May	0.14 acres	1.00
15	Walter and Frances Baczkowski	1.53 acres	1.00
16	Tatiana Barna	1.00 acres	1.00
17	Estate of John Barna	1.00 acres	1.00
18	Felix and Mary Waszociak	0.57 acres	1.00
19	John and Kazimera Saletnik	4,050 square feet	1.00
20	Elizabeth A. Flebotte	0.17 acres	1.00
21	Edward W. and Stella M. Robak	0.62 acres	1.00
22	John Saletnik	0.50 acres	1.00
23	Peter Saletnik	3,200 square feet	1.00
24	John Saletnik	1.34 acres	1.00
25	Owner Unknown (Riverview Street)	1,350 square feet	1.00
26	Janina A. and Carol A. Orzech	0.28 acres	1.00



<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
27	John and Kazimera Salotnik	4,170 square feet	\$1.00
28	Felix J. and Cora M. Totrault	65 square feet	1.00
29	Owner Unknown (Tait Street)	85 square feet	1.00
30	Charles J. and Catherine H. Wikar	1,550 square feet	1.00
31	Anna Mik	860 square feet	1.00
32	John Salotnik	3.69 acres	1.00
33	Owner Unknown (Glenwood Street)	0.31 acres	1.00
34	Benedict and Kazimera Salotnik	3.20 acres	1.00
35	Ralph W. and Patricia Gates	0.58 acres	1.00
36	Owner Unknown (Fairview & Glenwood Streets)	0.89 acres	1.00
37	Walter and Beatrice Libiszewski	0.29 acres	1.00
38	Arthur H. Towne et al	0.29 acres	1.00
39	Sophie and Leon Ziomek and Catherine Turcott	1.15 acres	1.00
40	Mary Krehel	2,300 square feet	1.00
41	Louis P. and Marion M. Surprenant	1.15 acres	1.00
42	Sylvio and Jennie T. Paquette	0.45 acres	1.00
43	Owner Unknown (Orchard Street)	2,250 square feet	1.00
44	Sylvio and Jennie T. Paquette	0.69 acres	1.00
45	Ernest C. Hatheway	0.21 acres	1.00
46	Raymond L. and Rose M. Bryan	0.46 acres	1.00
47	Edmund F. and Lena Y. Chenevert	1.12 acres	1.00
48	Owner Unknown	0.64 acres	1.00
49	Owner Unknown (Belmont Street)	3,700 square feet	1.00
50	Edmund F. and Lena Y. Chenevert	3,630 square feet	1.00



<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
76	Charles A. and Doris R. Severns	0.16 acres	\$1.00
77	Rene T. and Ruth M. Bousquet	0.23 acres	1.00
78	Napoleon and Armilina Bousquet	3,500 square feet	1.00
79	Millard S. and Gretchen P. White	0.31 acres	1.00
80	Ovilla and Rosa O. Vermetto	0.19 acres	1.00
81	Joseph and Harriette Vermetto	0.11 acres	1.00
82	Theodore S. and Julia M. Muszynski	0.40 acres	1.00
83	William J. Nichols	0.76 acres	1.00
84	Thaddeus and Julia Figal	1,580 square feet	1.00
85	Millard S. and Gretchen P. White	21.35 acres	1.00
86	Donald R. and Sarah T. Cameron	1,275 square feet	1.00
87	Edward T. and Philomena P. Lata	1,275 square feet	1.00
88	Louis P. and Gloria R. Jarvis	1,275 square feet	1.00
89	Thomas E. and Priscilla L. Dufresne	1,275 square feet	1.00
90	Gerard N. and Claire B. Benoit	525 square feet	1.00
91	Edwin J. and Ruth C. Durgin	525 square feet	1.00
92-A	Annie L. and Margaret L. Cormack	525 square feet	1.00
92-B	Robert M. and Laura L. McCarron	525 square feet	1.00
93	Millard S. and Gretchen P. White	0.16 acres	1.00
94	Millard S. and Gretchen P. White	1.41 acres	1.00
95	Andrew and Mary Panek	5.21 acres	1.00
96	Leo and Mae Markert	0.40 acres	1.00
97	Owner Unknown (Redfern Street)	2.98 acres	1.00
98	Leo and Mae Markert	1,720 square feet	1.00
99	4-D Investment Trust	1.61 acres	1.00
100	4-D Investment Trust	1,490 square feet	1.00



<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
101	H-D Investment Trust	1,100 square feet	\$1.00
102	Martin Starzyk	375 square feet	1.00
103	John B. and Maria Andre	0.23 acres	
104	Martin Starzyk	1,250 square feet	1.00
105	William Woldag	0.23 acres	1.00
106	James H. and Rachel E. Warham	1.25 acres	1.00
107	John B. and Maria Andre	3.14 acres	1.00
108	Mary Andre	0.92 acres	1.00
109	Mary Andre	770 square feet	1.00
110	Mary Andre	1,880 square feet	1.00
111	Martin Starzyk	1.33 acres	1.00
112	Martin Starzyk	0.12 acres	1.00
113	Stephen J. and Sophie Gazda	3.96 acres	1.00
114	Arthur H. Abair	1.13 acres	1.00
115	Arthur H. Abair	0.14 acres	1.00
116	Town of Ludlow	3.56 acres	No damage
117	Victor J. Brunello	1,890 square feet	1.00
118	Gilbert and Margaret LeBlanc	0.34 acres	1.00
119	Joseph C. and Josephine L. Silveri	12.85 acres	1.00
120	Victor J. Brunello	1,540 square feet	1.00
121	Joseph S. and Victoria A. Ryba	0.11 acres	1.00
122	Gustave and Evelyn F. Dion	0.10 acres	1.00
123	John S. Lane and Son, Inc.	7.31 acres	1.00
124	Lester S. and Pamela M. Genest	0.43 acres	1.00
125	George L. Fuller Estate	6.31 acres	1.00
126	Stanislaw and Katarzyna Haluch	4.74 acres	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
127	Thyra V. and Lona M. Galkins	12.53 acres	\$1.00
128	Alfred J. and Marie A. Kissar	1,550 square feet	1.00
129	Dina M. Catalani	0.16 acres	1.00
130	William M. and Elsie Frommior	0.17 acres	1.00
131	Mitchell J. and Wanda H. Marszalek	0.37 acres	1.00
132	Lucien and Marie Vermatto	600 square feet	1.00
133	Aleria L. and Volma F. Vermatto	2,300 square feet	1.00
134	John Jaciow	0.43 acres	1.00
135	Homer and Mary Brunelle	0.35 acres	1.00
136	Angelo and Americo Bruschi	1.54 acres	1.00
137	Joseph and Jennie DePonto	1.10 acres	1.00
138	Stanley J. and Natalie R. Pyzocha	1.01 acres	1.00
139	Joseph and Jadwiga Duda	3.78 acres	1.00
140	Walter S. and Jane T. Locha	2.32 acres	1.00
141	Joseph R. and Lillian Ramos	2.53 acres	1.00
142	Anna Feduniv	2.10 acres	1.00
143	Frank and Laura Santos	10.06 acres	1.00
144	Arthur L. and Florence A. Miller	1.36 acres	1.00
145	Americo Santos	1.49 acres	1.00
146	Fernando and Aldina Costa	470 square feet	1.00
147	Ernesto and Zefrina Ferreira	3.30 acres	1.00
148	Coxter A. and Martha S. Kiersche	5.56 acres	1.00
149	Leo O. and Helen M. LaBossierre	12.33 acres	1.00
150	D. D. Ruxton Company, Inc.	4.12 acres	1.00
151	Rose Dubuque	7.21 acres	1.00
153	Estate of Andrew Nietupski	0.70 acres	1.00



1952 L.O.

in Ludlow

No: 3995

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<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
154	Edward J. and Hattie LaBossiere	1.46 acres	\$1.00
155	Estate of Andrew Nietupski	6.61 acres	1.00
156	Francis M. and Hildogarde P. Lamoureux	1.59 acres	1.00
157	Frank Nietupski	18.37 acres	1.00
AT-1	Dina M. Catalani	Access Taking	1.00
AT-2	William M. and Elsie Frennlor	Access Taking	1.00
AT-3	Mitchell J. and Wanda H. Marszalok	Access Taking	1.00
AT-4	John Jaciow	Access Taking	1.00
1-T	Mary and Onufry Laszenik	2,500 square feet	1.00
2-T	John Saletnik	0.19 acres	1.00
3-T	John and Kazimera Saletnik	0.86 acres	1.00
4-T	Henry J. and Jennie A. Malinowski	0.37 acres	1.00
5-T	Catherino Charron	0.15 acres	1.00
6-T	Anna Mik	1,950 square feet	1.00
7-T	Charles J. and Catherino H. Wikar	1,680 square feet	1.00
8-T	Benedict and Kazimera Saletnik	1,550 square feet	1.00
9-T	Durham H. and Ruth H. Webster	150 square feet	1.00
10-T	Napoleon and Freda Goddu	1.12 acres	1.00
11-T	Joseph S. and Victoria Lazarz	0.78 acres	1.00
12-T	Julia Bodnarczyk	0.47 acres	1.00
13-T	Joseph S. and Victoria Lazara	0.13 acres	1.00
14-T	Joseph and Harriette Vermette	0.17 acres	1.00
15-T	Arthur L. and Florence A. Miller	0.24 acres	1.00
16-T	Arthur L. and Florence A. Miller	0.79 acres	1.00
17-T	Edward J. and Hattie LaBossiere	1.14 acres	1.00
18-T	Estate of Andrew Nietupski	0.75 acres	1.00



<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
19-T	Estate of Andrew Nietupski	600 square feet	\$1.00
20-T	Frank Nietupski	3.80 acres	1.00
R-1	Mary Krehel	0.17 acres	1.00
R-2	Bertha M. Makowiec	2,900 square feet	1.00
R-3	Town of Ludlow	0.59 acres	
R-4	Aloria L. and Velma F. Vermette	620 square feet	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the fifteenth day of September, 1952 (unless otherwise agreed upon).

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said ways are located, certified copies of the said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out said sections of town way in accordance with said plan.



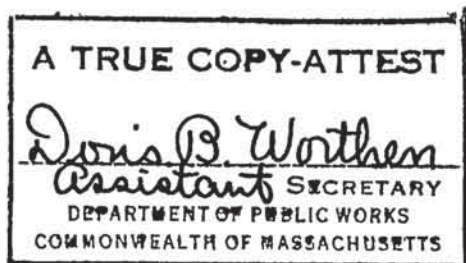
1952 L.O.

In Indlow

No. 3925

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Dated at Boston this twenty-ninth day of July, 1952.



Philip H. Kitfield  
*Acting Commissioner of Public Works*

Benjamin H. Grout

Francis V. Matera

Department

of

Public Works



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---00000---

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of July 29, 1952, lay out and take charge of, as a limited access State highway, a road in the town of Ludlow, County of Hampden, said layout consisting of establishing a State highway location for the relocation of Route 20, and being numbered 3995, as shown on a plan signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Ludlow Hampden County Laid out as a State highway by the Department of Public Works July 29, 1952. Scale: 40 feet to the inch", copies of which have been filed in the office of the County Commissioners of the County of Hampden, at Springfield, and in the office of the Town Clerk of said Town of Ludlow; and

Whereas, incorporated in said layout and order of taking therefor was an easement granted the Socony-Vacuum Oil Company, Incorporated, its successors and/or assigns, for pipe lines and necessary appurtenances therefor, which easement was altered in its location by an alteration of the aforesaid layout as described in an order of layout and taking dated November 4, 1952 (Layout 4011) and as shown on a plan entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Ludlow Hampden County Altered and Laid out as a State Highway by the Department of Public Works November 4, 1952. Scale: 40 feet to the inch", copies of which have been filed in the office of the County Commissioners of the County of Hampden, at Springfield, and in the office of the Town Clerk of said Town of Ludlow; and

Whereas, an order of the Department, dated June 9, 1953, did not convey therein the easement rights intended;

Now, therefore, it is hereby ordered that the order of the Department, dated June 9, 1953, be voided;

And, it is further ordered that the aforesaid layouts 3995 and 4011 be amended by adding to the rights granted to the Socony-Vacuum Oil Company, Incorporated, thereby the right of free ingress and egress to construct, operate, maintain and, from time to time, alter, replace, repair and remove same, so that the second sentence of the sixth paragraph on page fifteen of layout 3995 reads as follows:

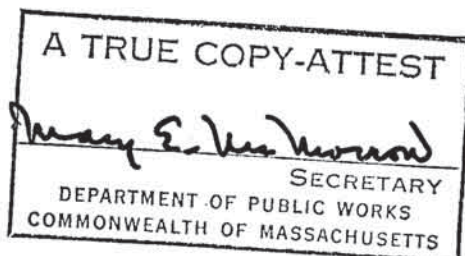


Said easements consist of the right to construct, maintain and use pipe lines and appurtenances therefor within the limits of said portions of the State highway location and with free ingress and egress to construct, operate, maintain and, from time to time, alter, replace, repair and remove same in such manner as in the opinion of this Department will not interfere with the use of the highway.

And so that the first paragraph on page two of layout 4011 reads as follows:

Now, therefore, we, William F. Callahan, Commissioner, and Benjamin H. Grout and Francis V. Matera, Associate Commissioners, of said Department of Public Works, do hereby grant an easement within said State highway location to the Socony-Vacuum Oil Company, Incorporated, its successors and/or assigns, for the purpose of constructing, maintaining and operating pipe lines and necessary appurtenances therefor, and with free ingress and egress to construct, operate, maintain and, from time to time, alter, replace, repair and remove same in such manner as in the opinion of said Department will not interfere with the use of the highway.

Dated at Boston this twenty-eighth day of September, 1954.



John A. Volpe

Fred B. Dole

Lewis J. Fritz

Department

of

Public Works



*The Commonwealth of Massachusetts*

*Department of Public Works*

*100 Nashua Street, Boston 14*

October 18, 1954

Ludlow

Mr. Edward G. Shea  
Clerk, Hampden County Commissioners  
Court House  
Springfield, Massachusetts

*Rec'd  
Oct. 28, 1954*

Dear Sir:

I am sending you herewith, for your files, an attested copy of an order of this Department, dated September 28, 1954, further amending the State highway layouts in the town of Ludlow (Nos. 3995 and 4011).

Yours truly,

*Wm. E. McMorris*

C/H

Secretary

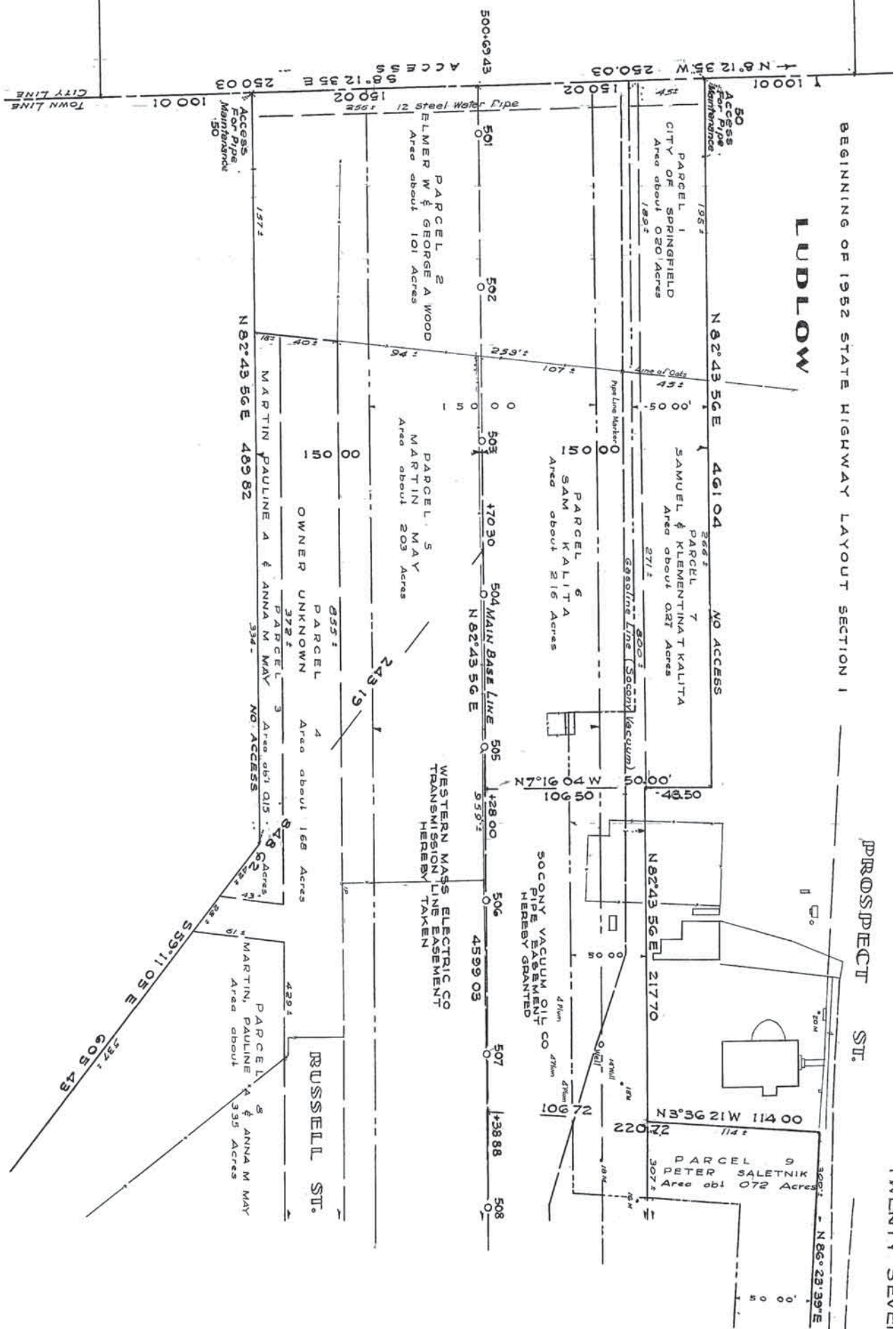
Enclosure



Layout Establish-  
ing a State High-  
way location  
for a relocation  
of a portion of  
Route 20, being  
made in two  
sections.

Filed - August 4, 1952

Location Lines of July 15 1952 State Highway Layout in CHICOPEE



A TRUE COPY ATTEST

*Doris B. Whitten*  
Assistant Secretary  
DEPARTMENT OF PUBLIC WORKS  
COMMONWEALTH OF MASSACHUSETTS

This certifies that the sections of road marked on this plan "Town Layout" were laid out in behalf of the town of LUDLOW by the Massachusetts Department of Public Works on July 29 1952 under authority of Chapter 448 of the Acts of 1948

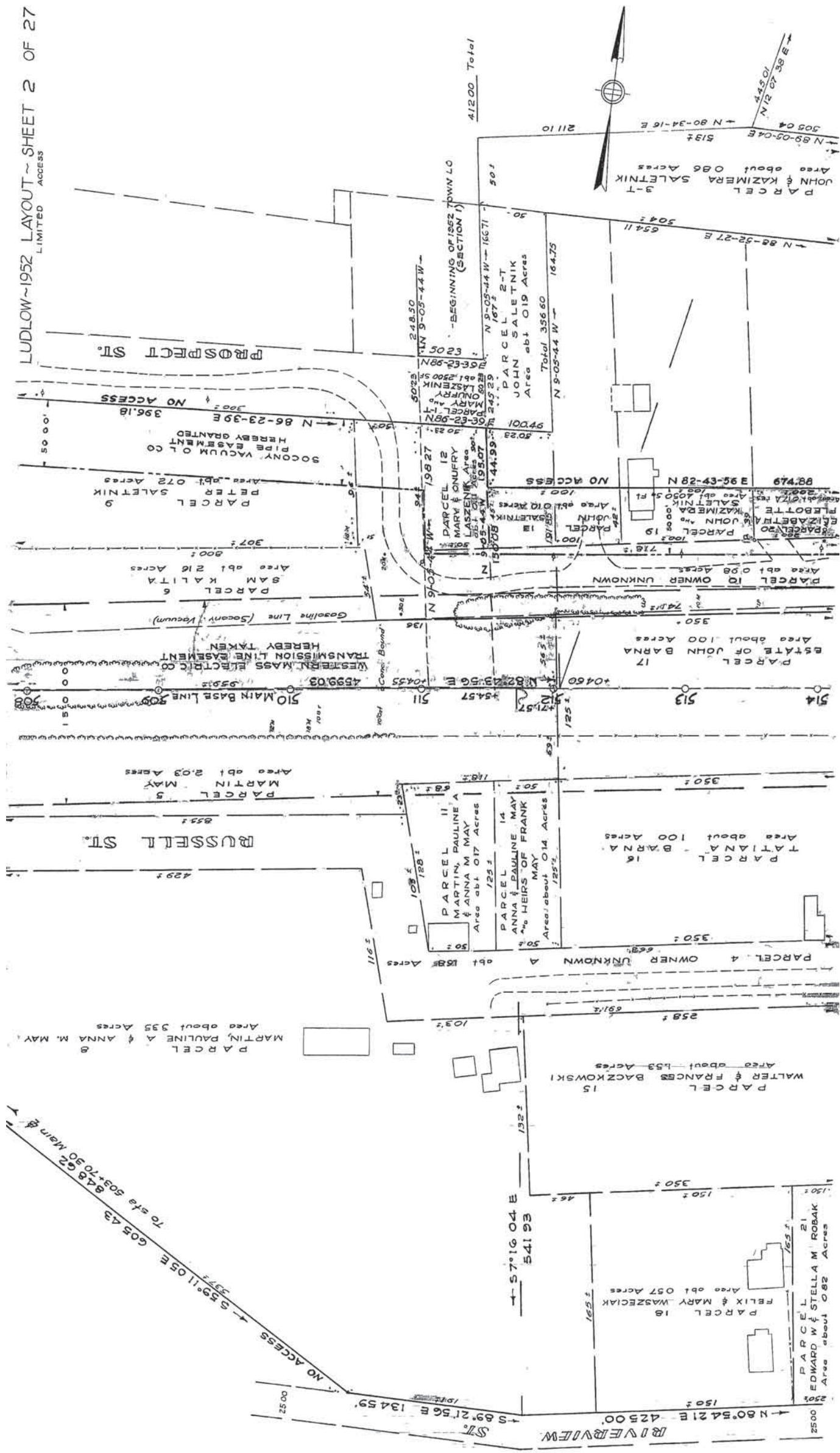
Philip H. Keefe  
ACTING COMMISSIONER OF PUBLIC WORKS  
Benjamin H. Mout  
James V. Materna  
Department of Public Works

*This certifies that the road shown on this plan was laid out and taken charge of as Limited Access State Highway by the Department of Public Works on July 29 1952 in accordance with Chapter 81 of the General Laws as amended by Section 7 C inserted by Chapter 397 of the Acts of 1943*

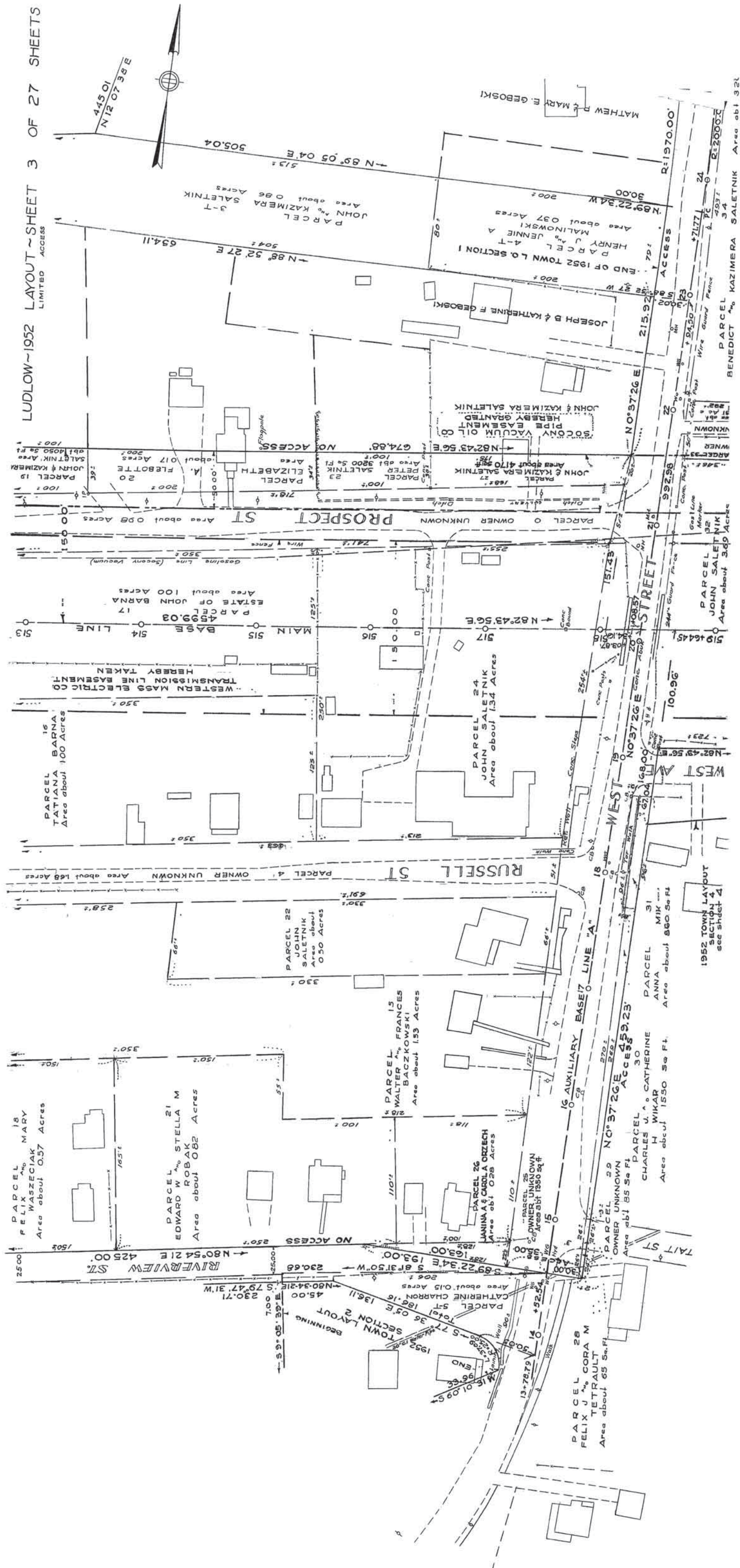
*Philip H. Kufner*  
ACTING COMMISSIONER OF PUBLIC WORKS  
*Benjamin H. Groot*  
*Steve V. Matera*  
Department of Public Works

The Commonwealth of Massachusetts  
PLAN OF ROAD  
in the town of  
**LUDLOW**  
HAMPDEN COUNTY  
Laid out as a State Highway by the  
Department of Public Works  
JULY 29 1952  
Scale: 40 feet to the inch  
*OK Rogers*  
Chief Engineer

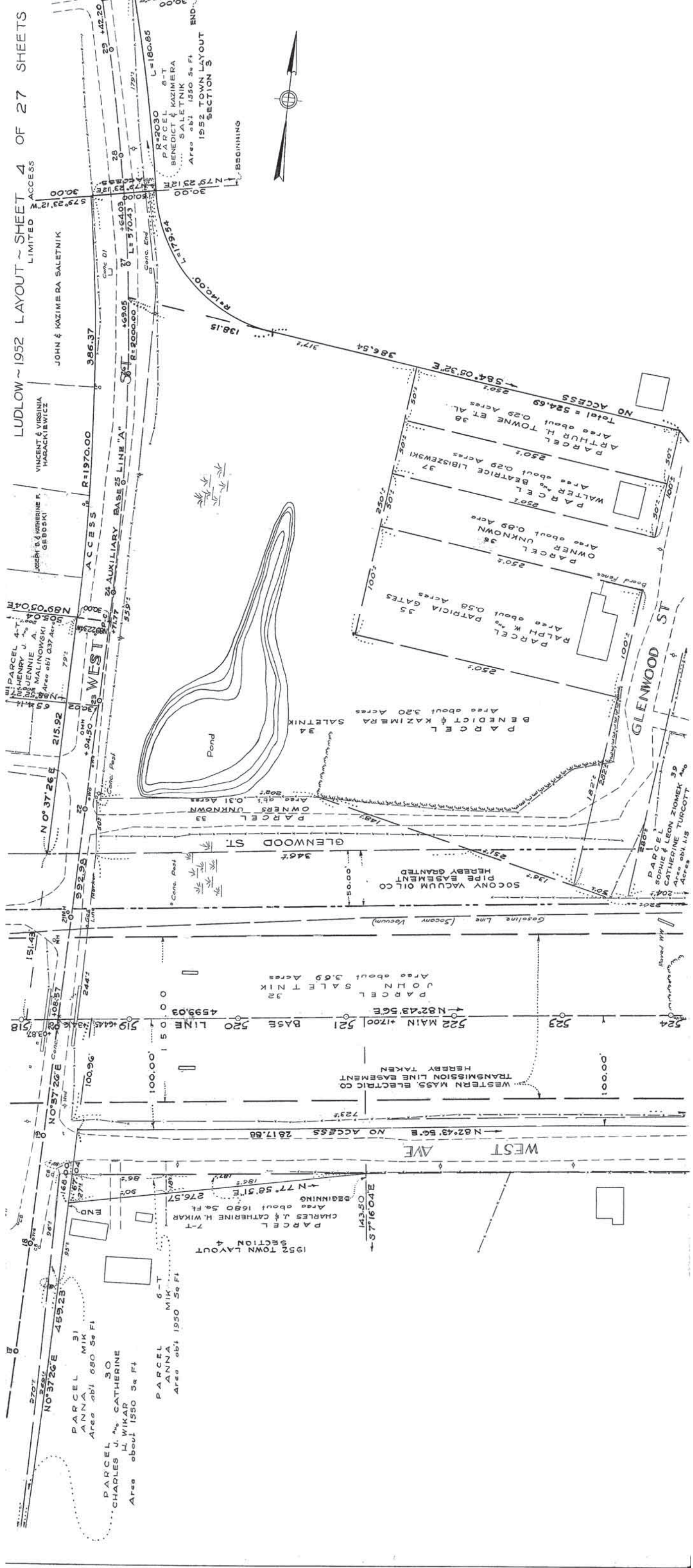


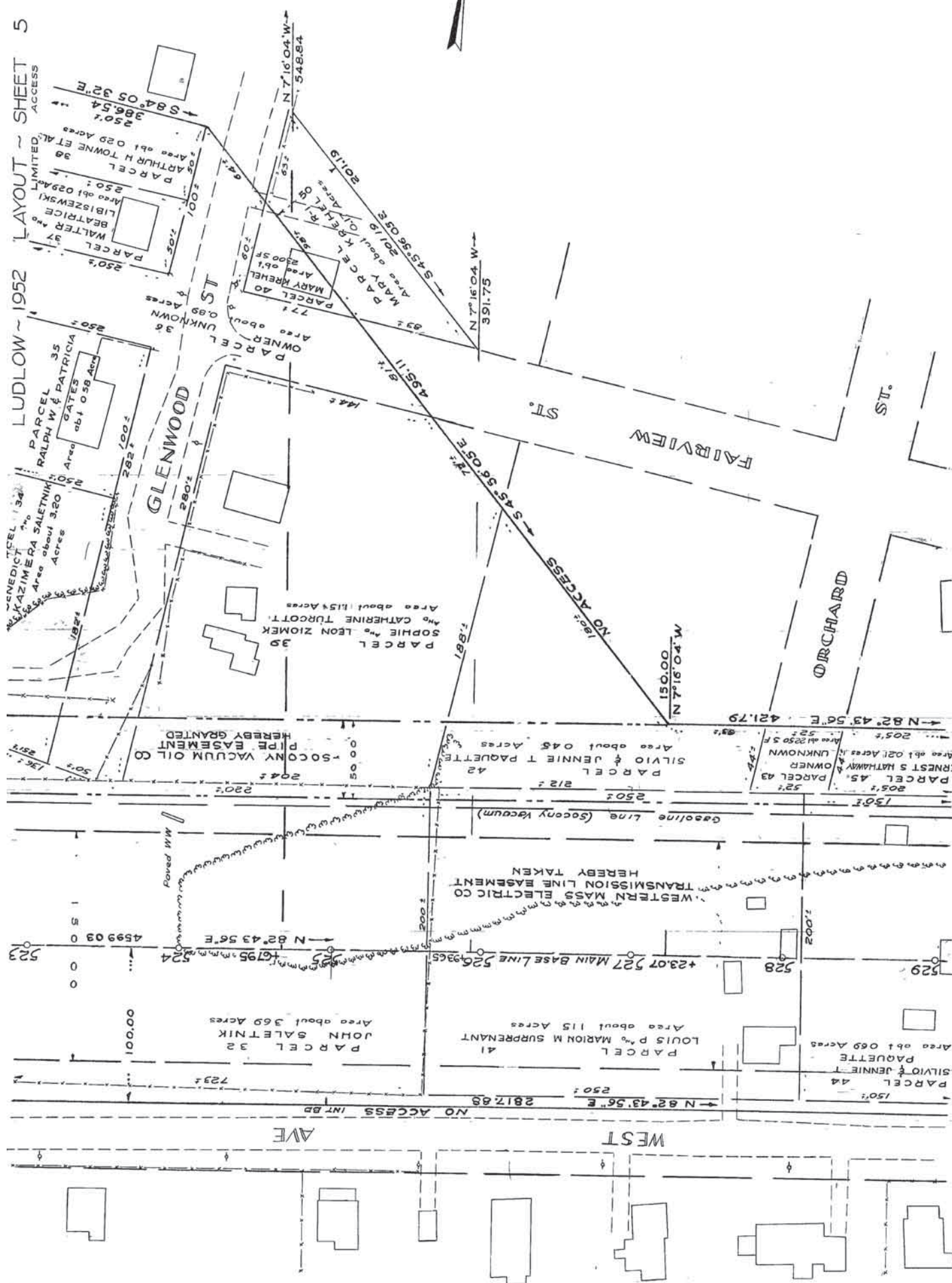




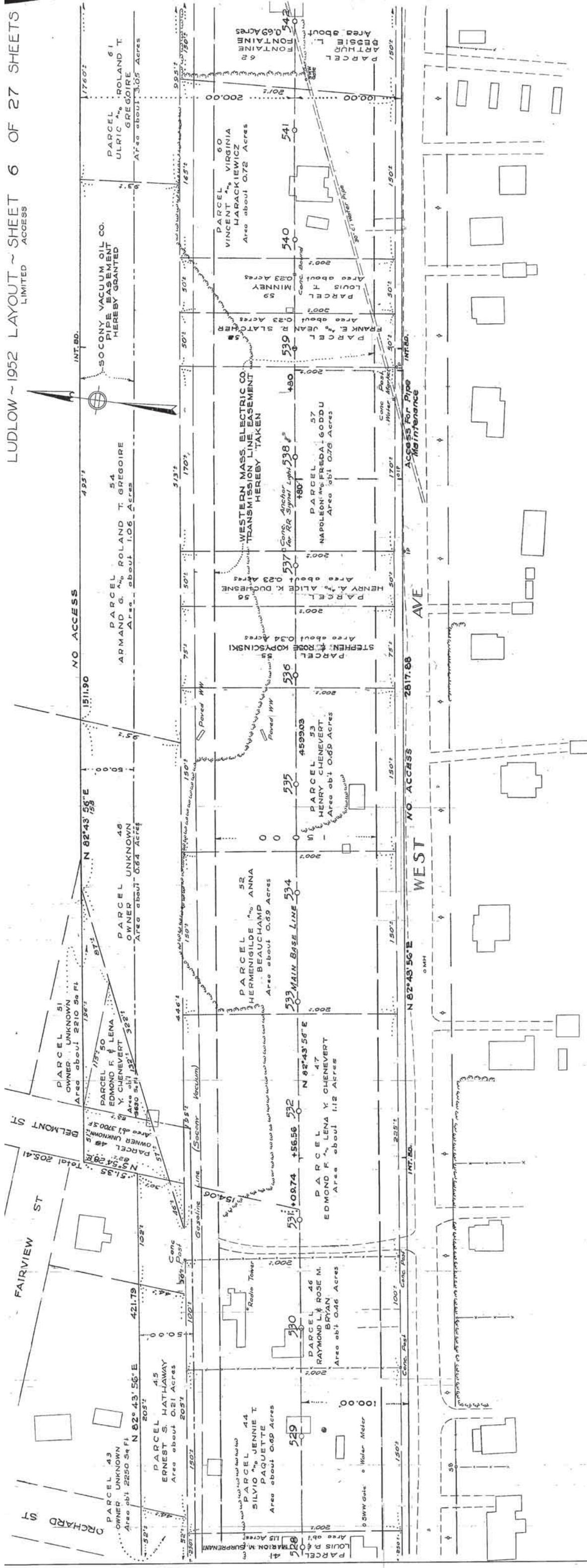








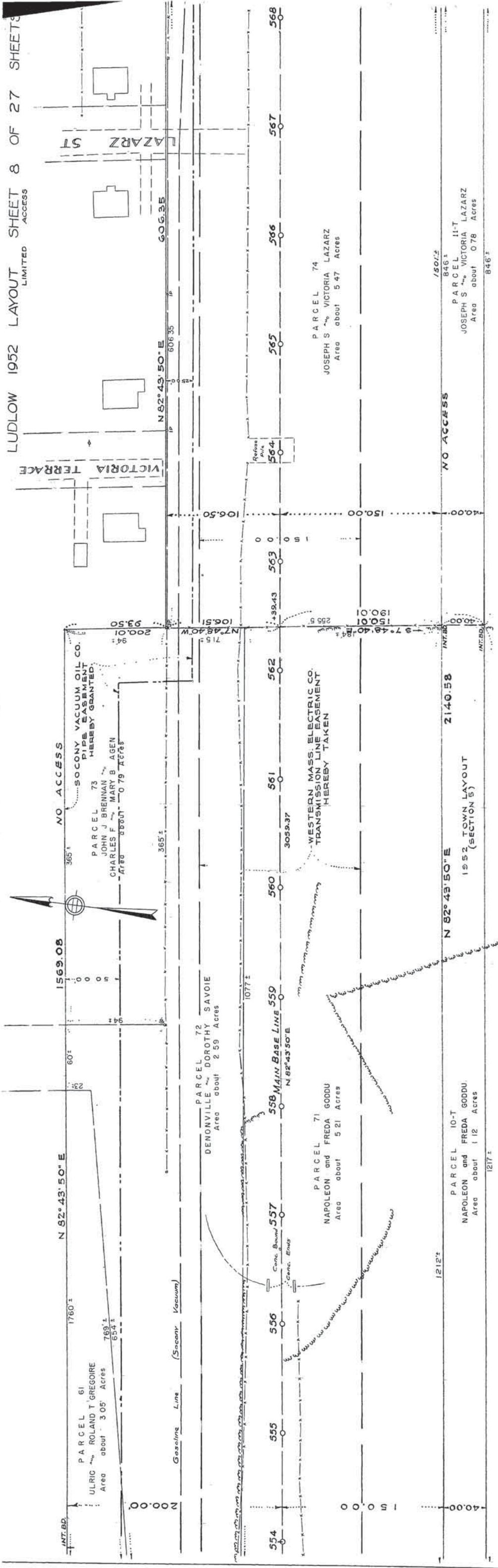


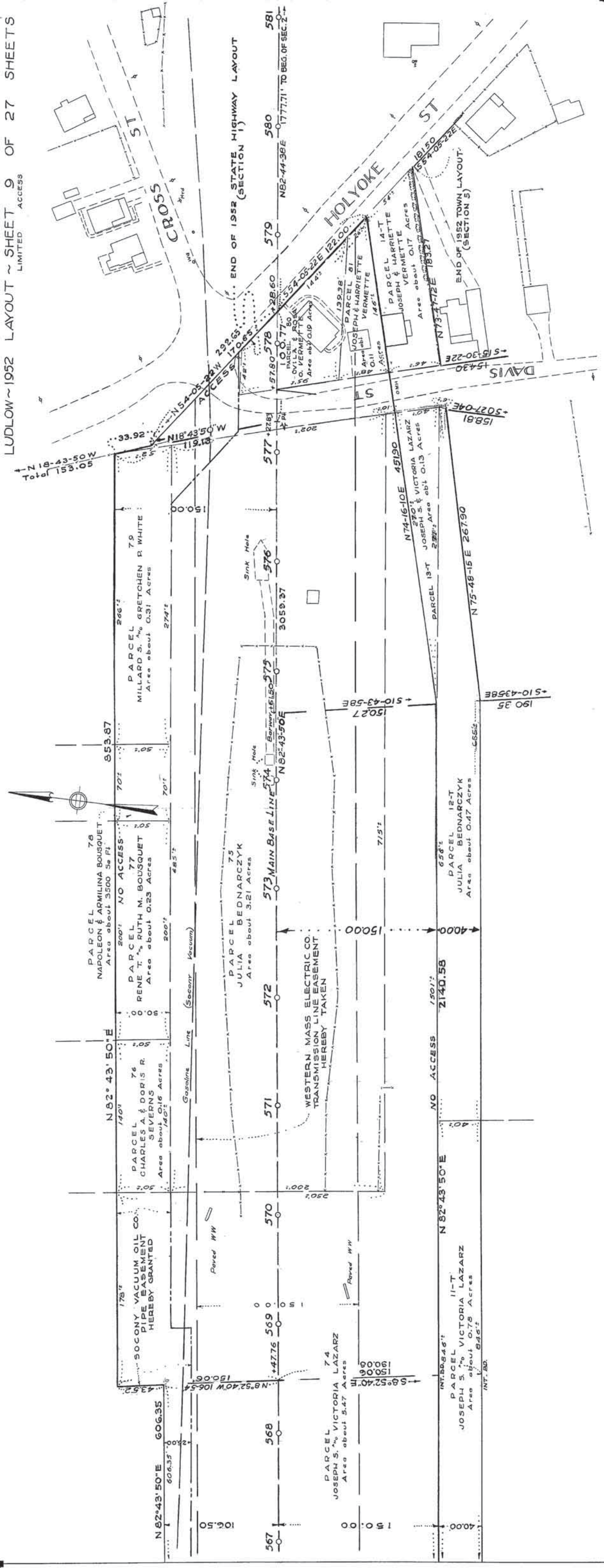




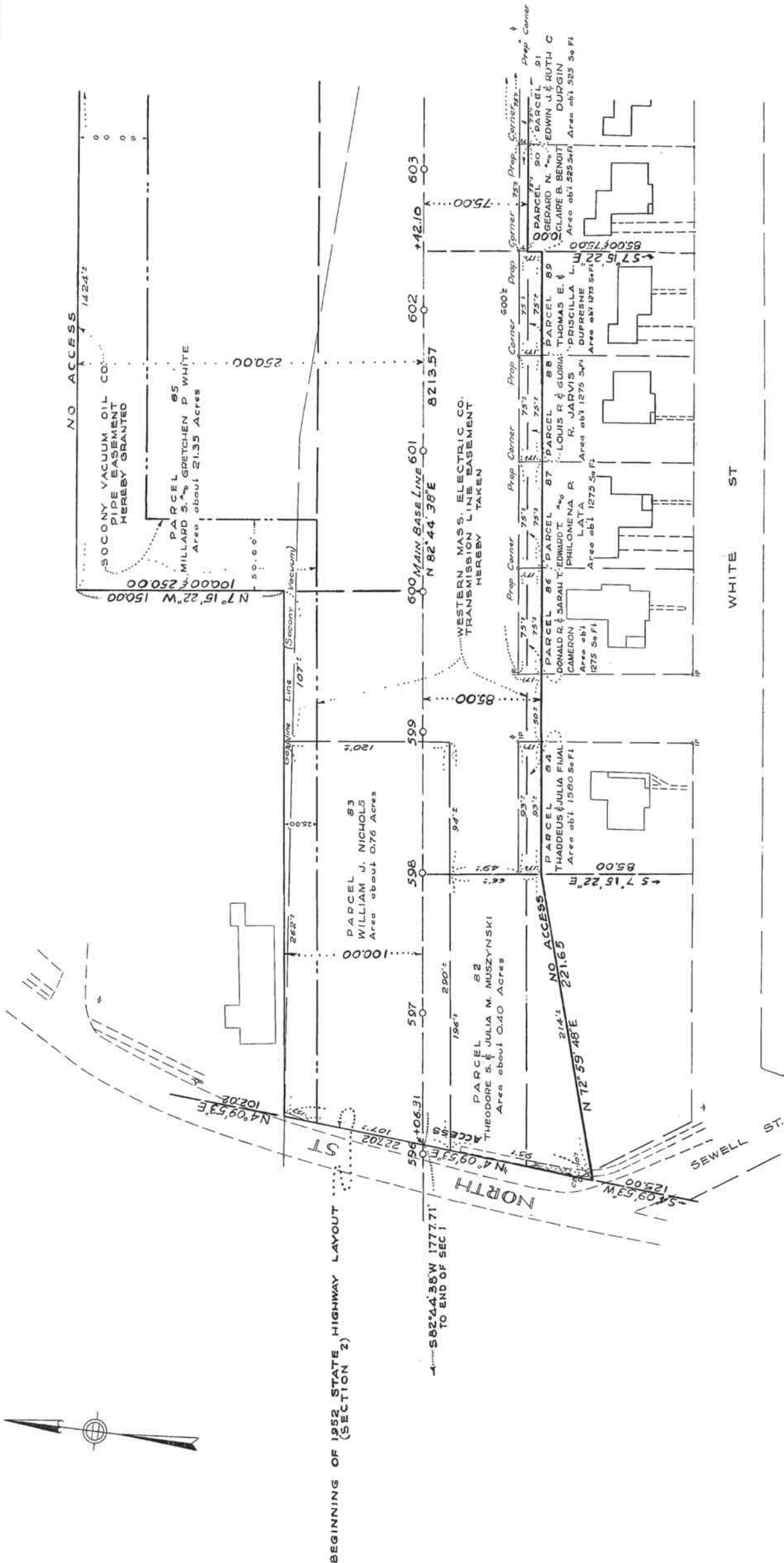


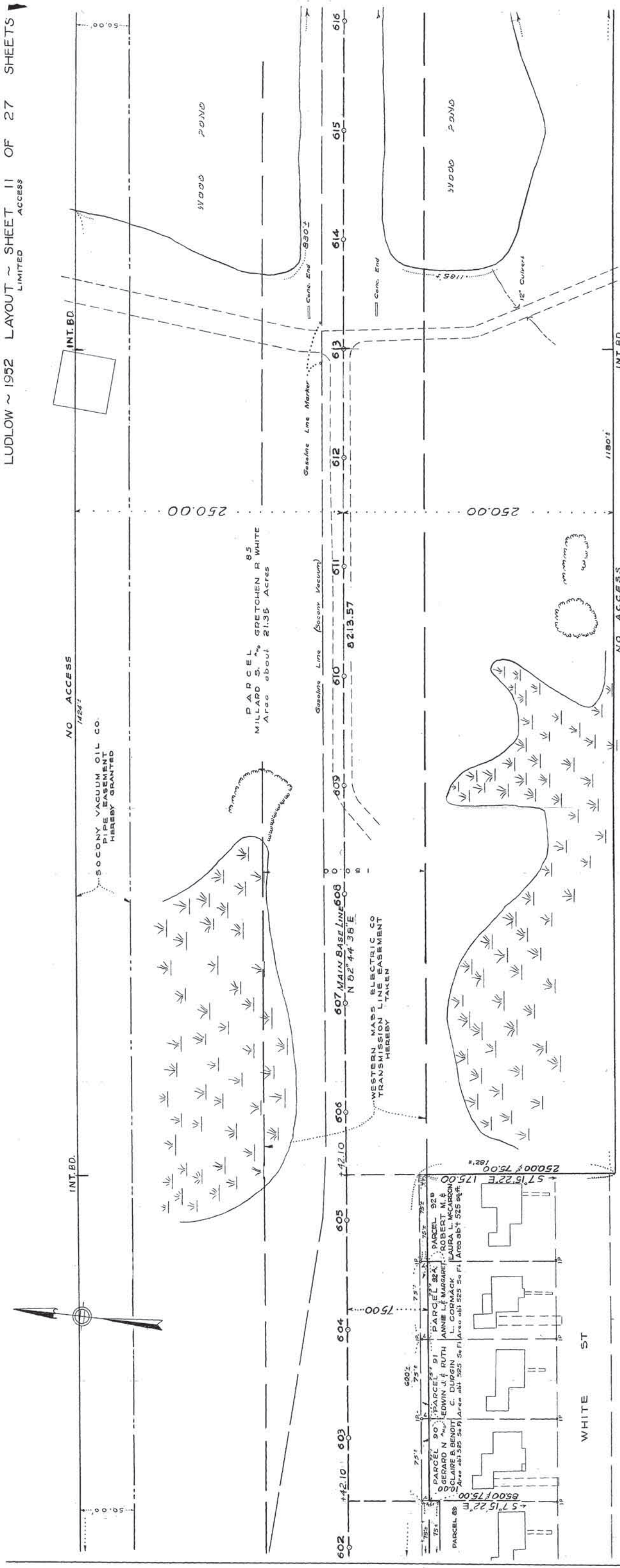




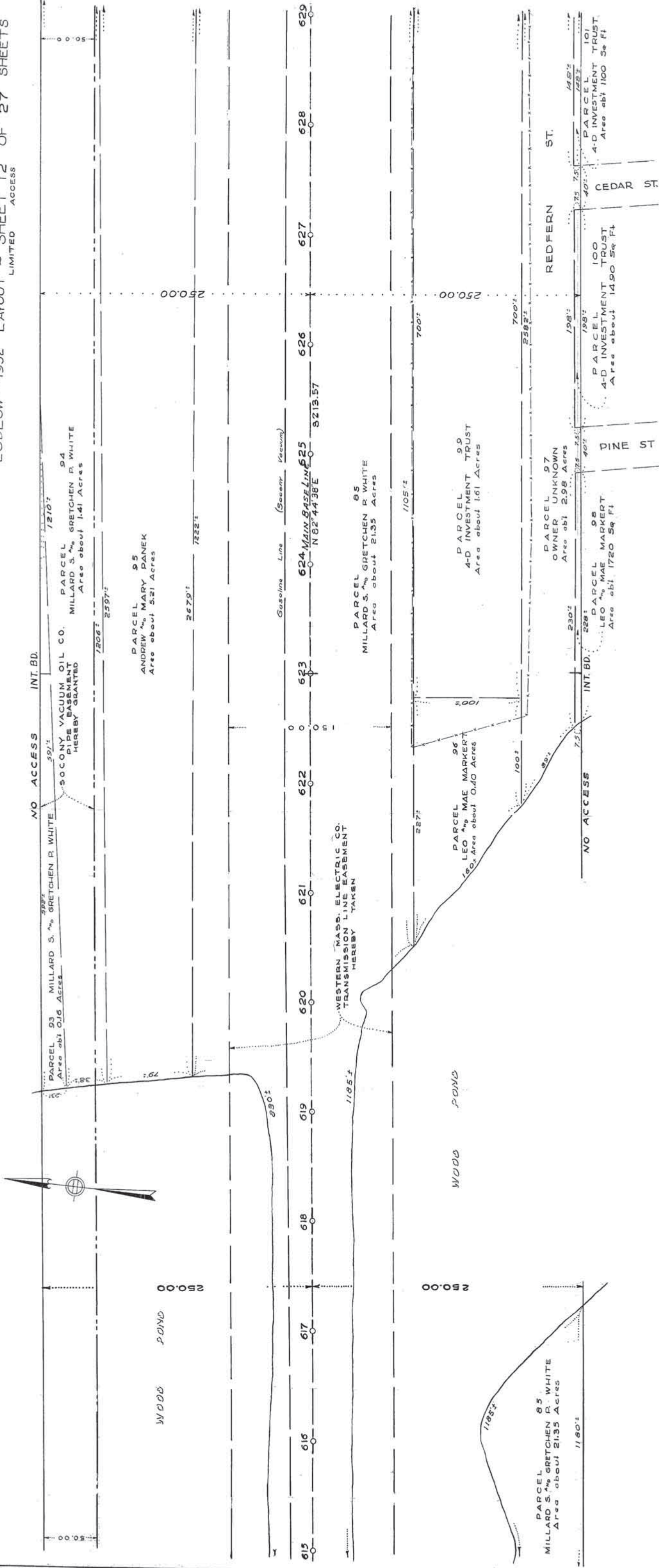


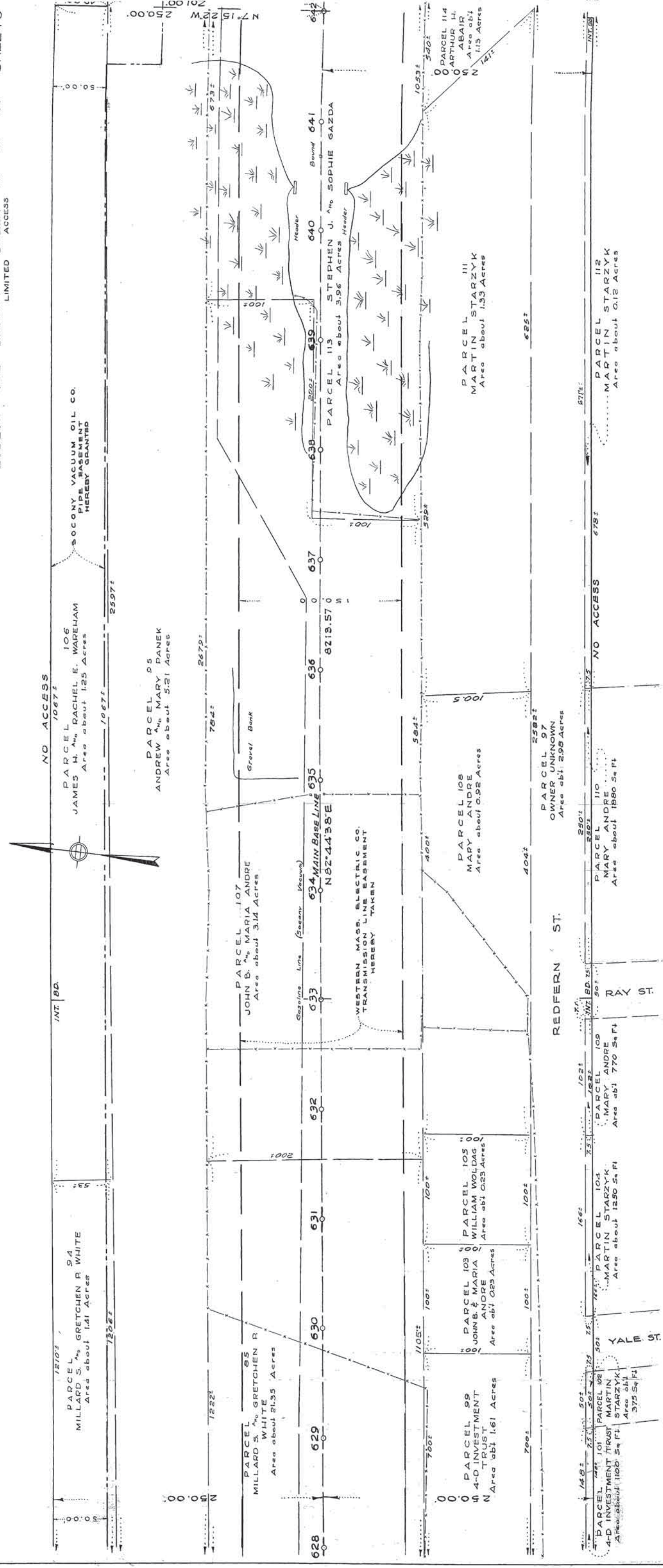




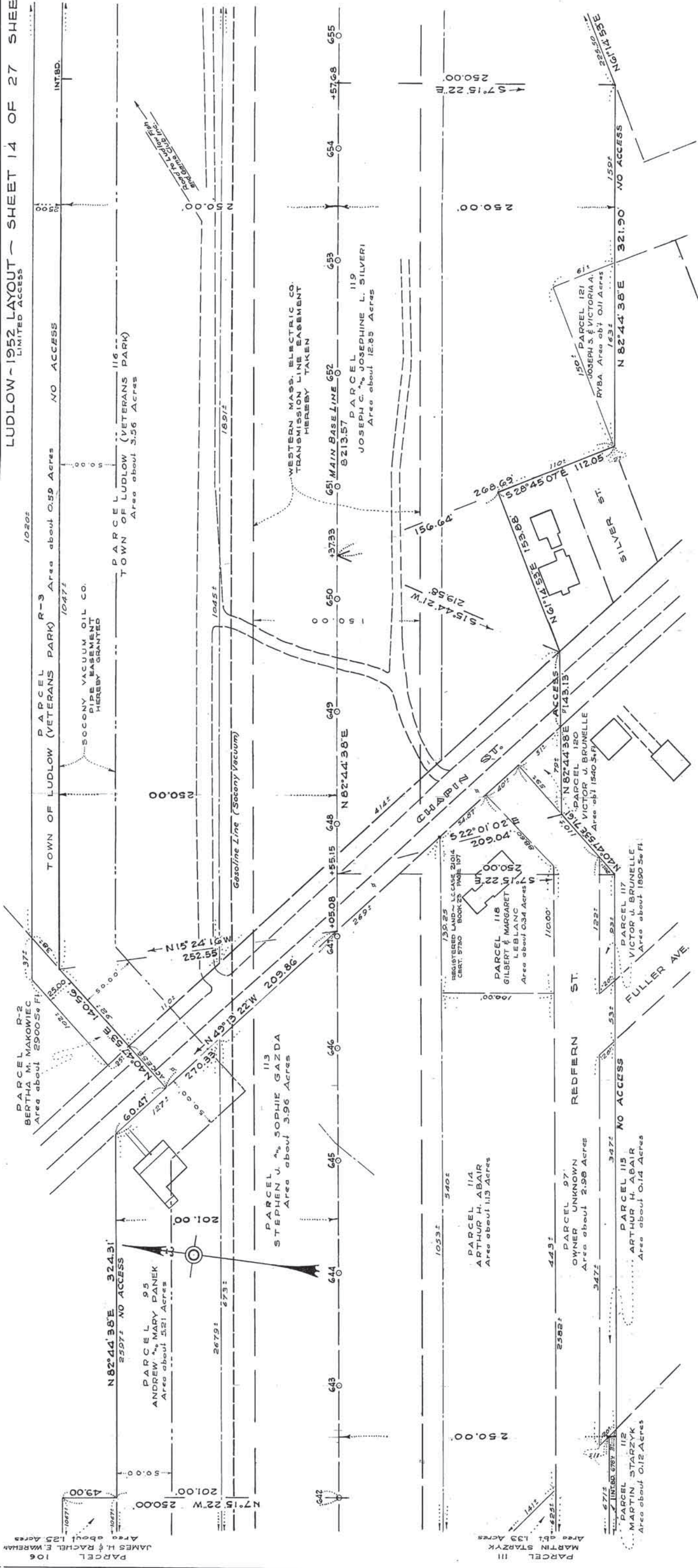


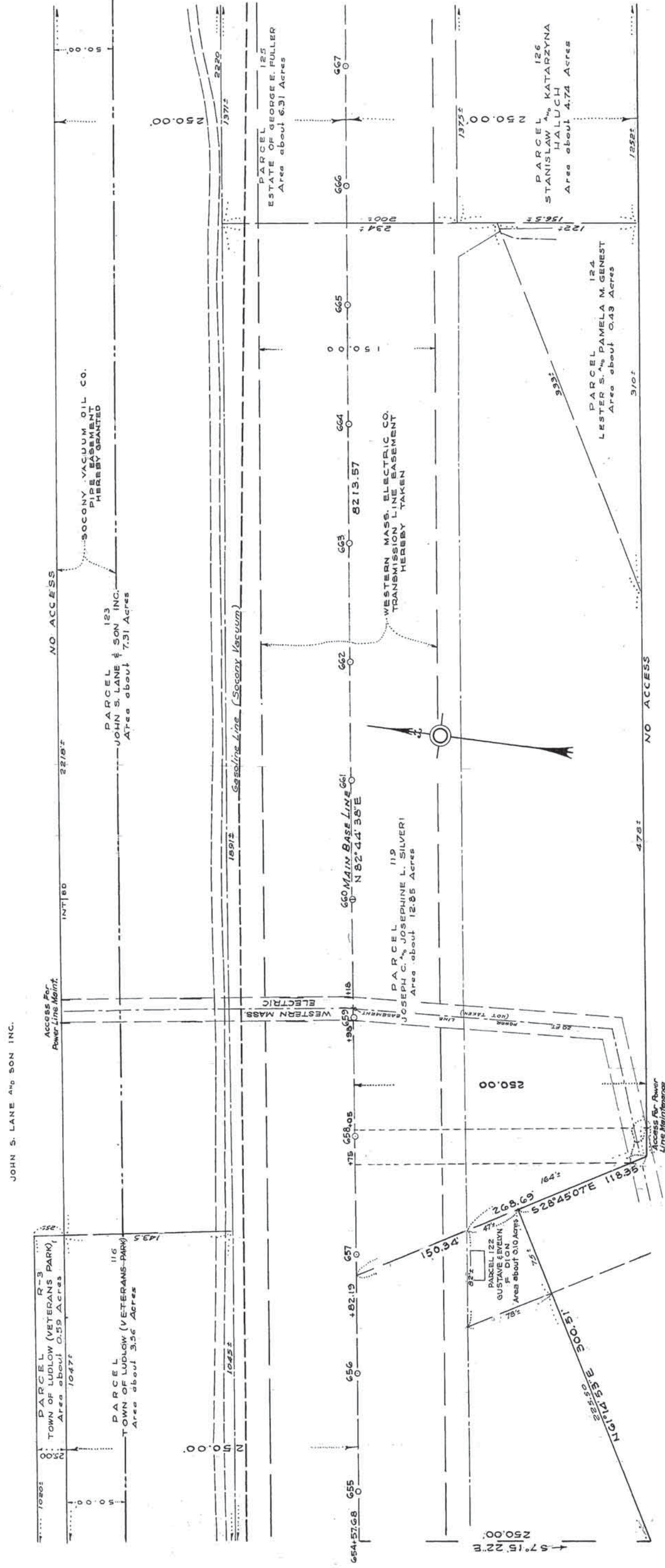




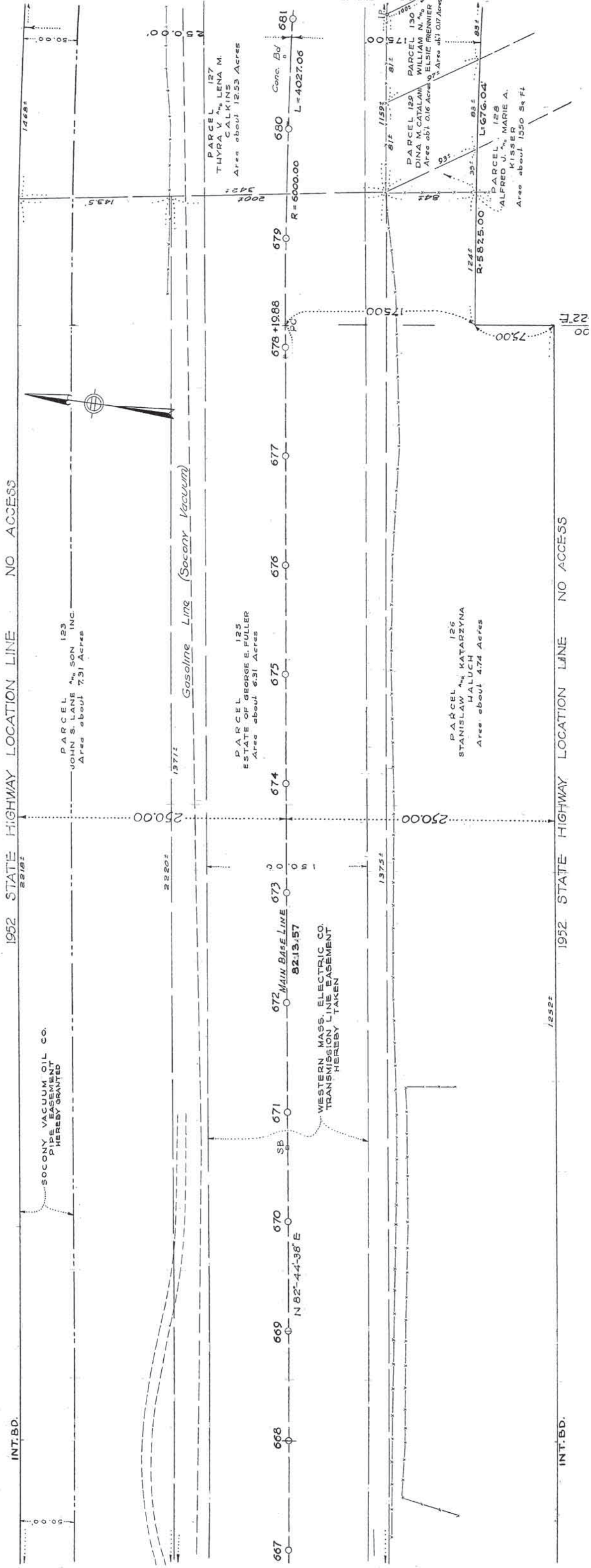


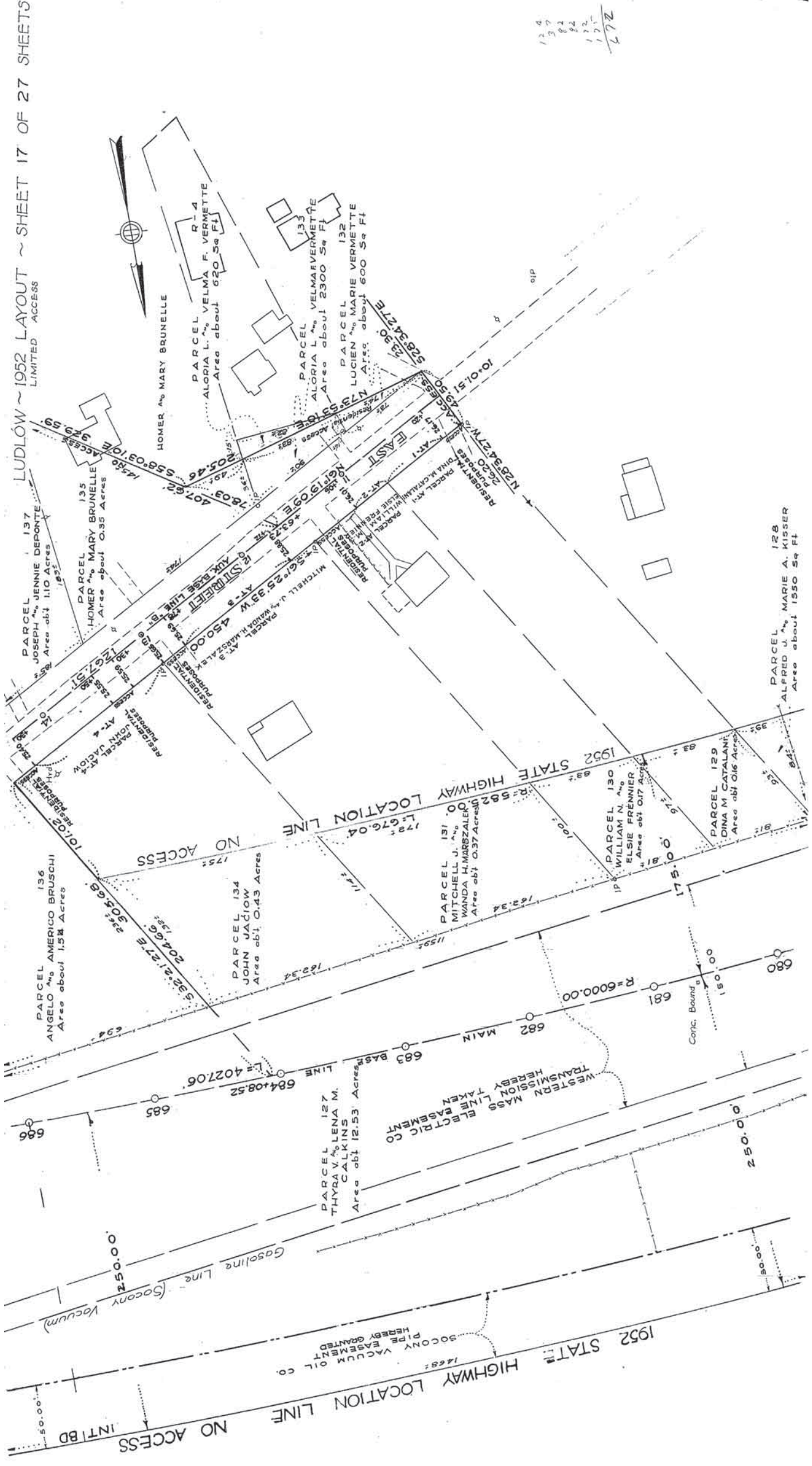






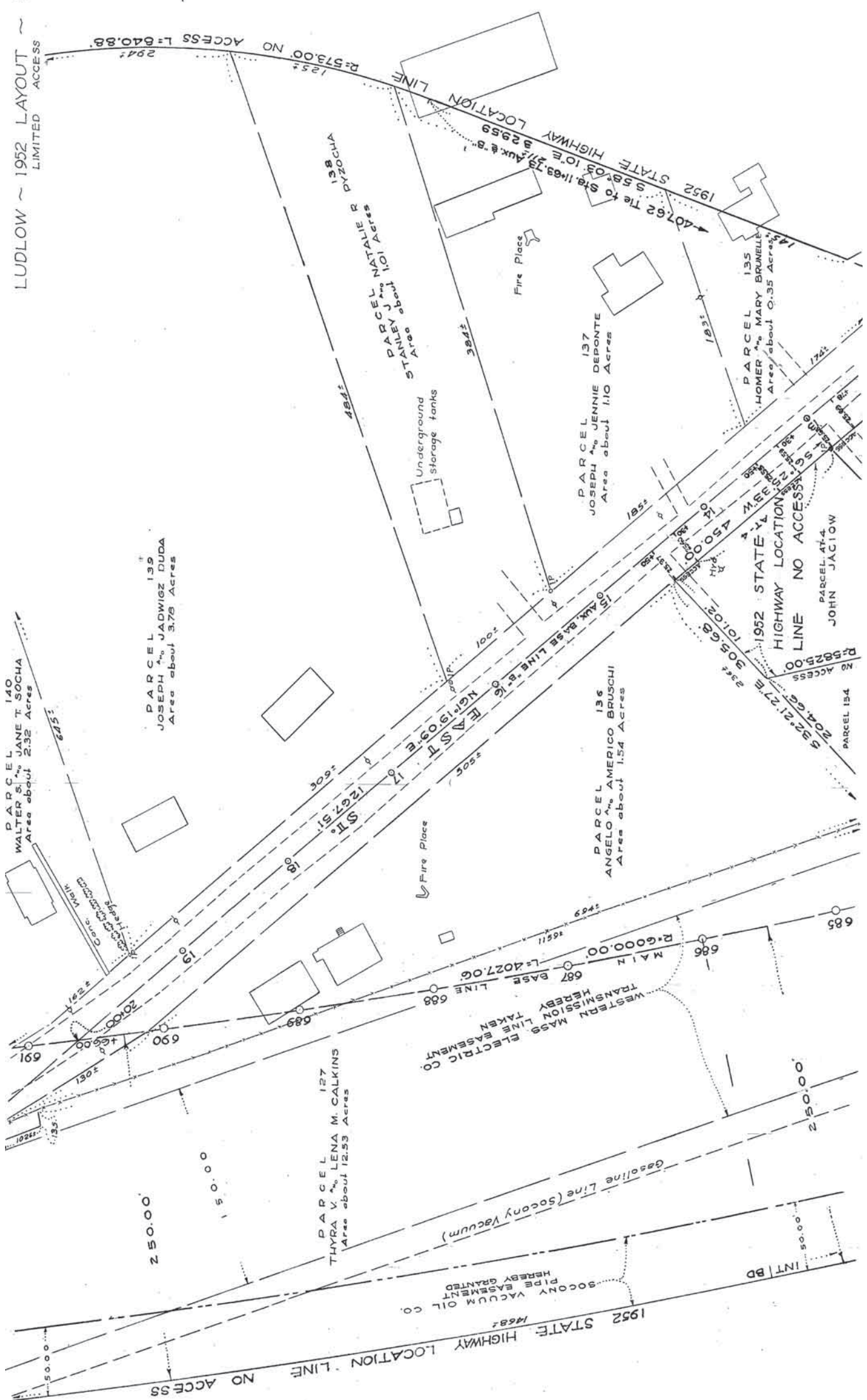


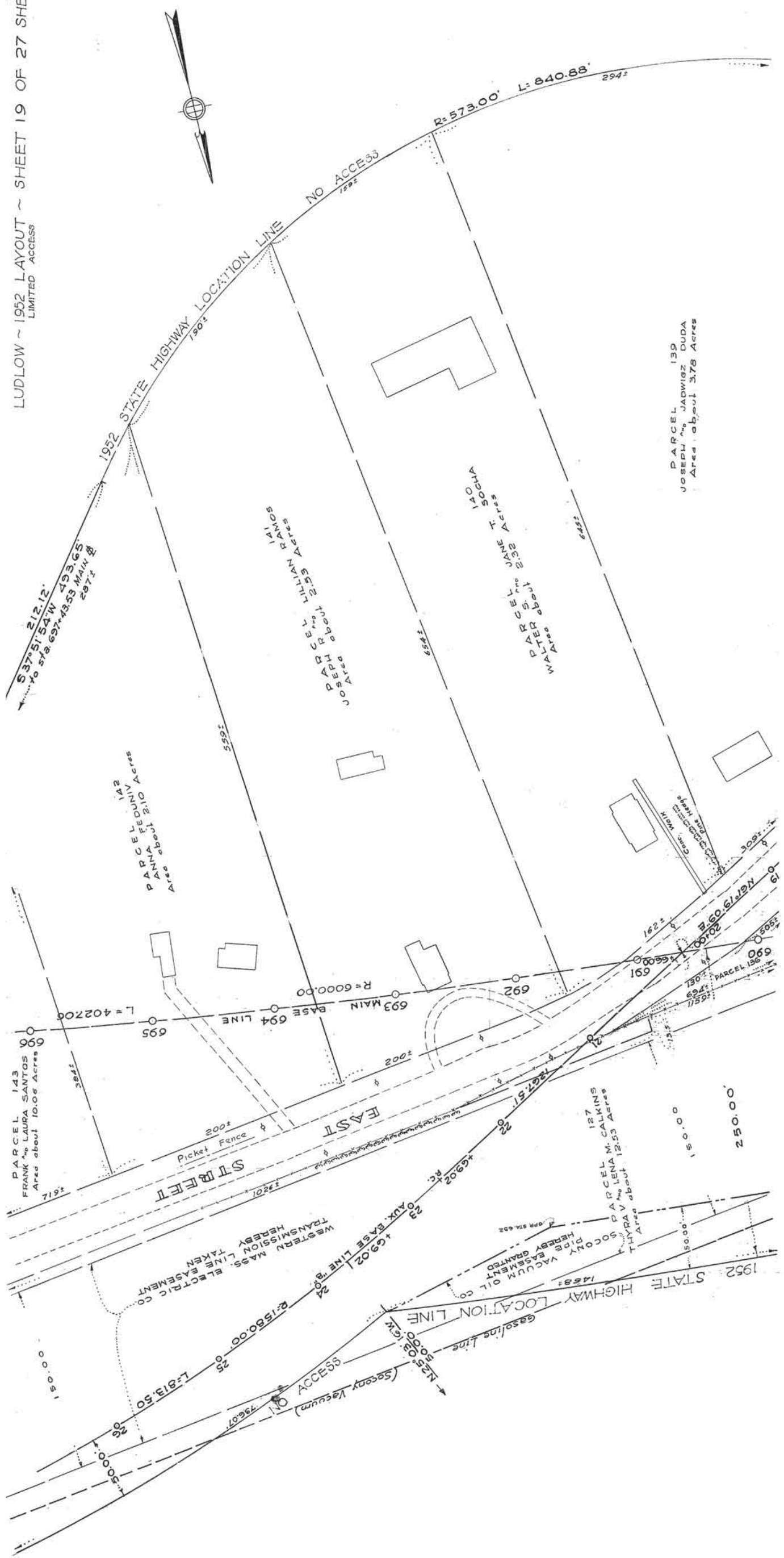




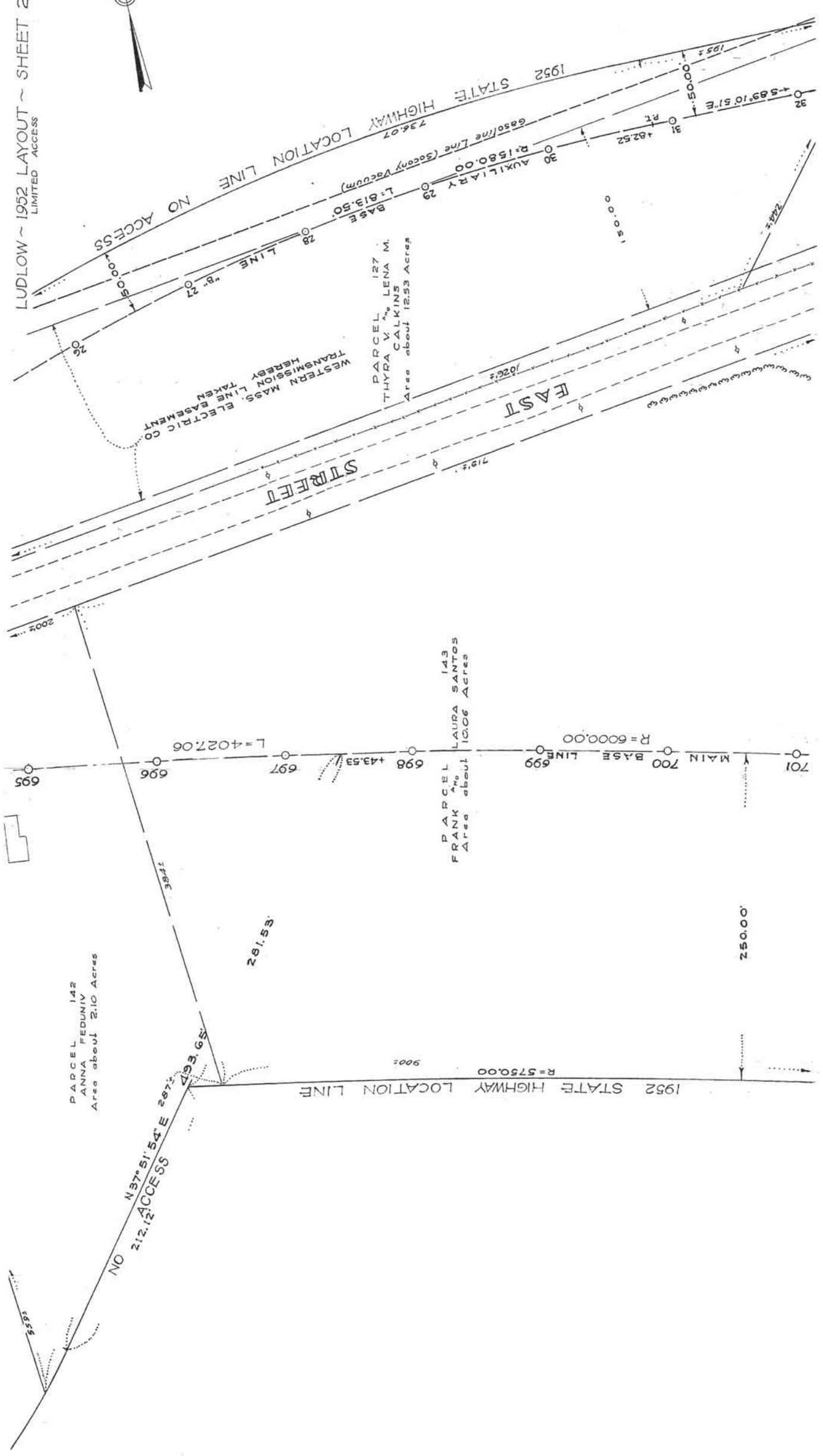
12 4  
12 3  
12 2  
12 1  
12 0  
12 2





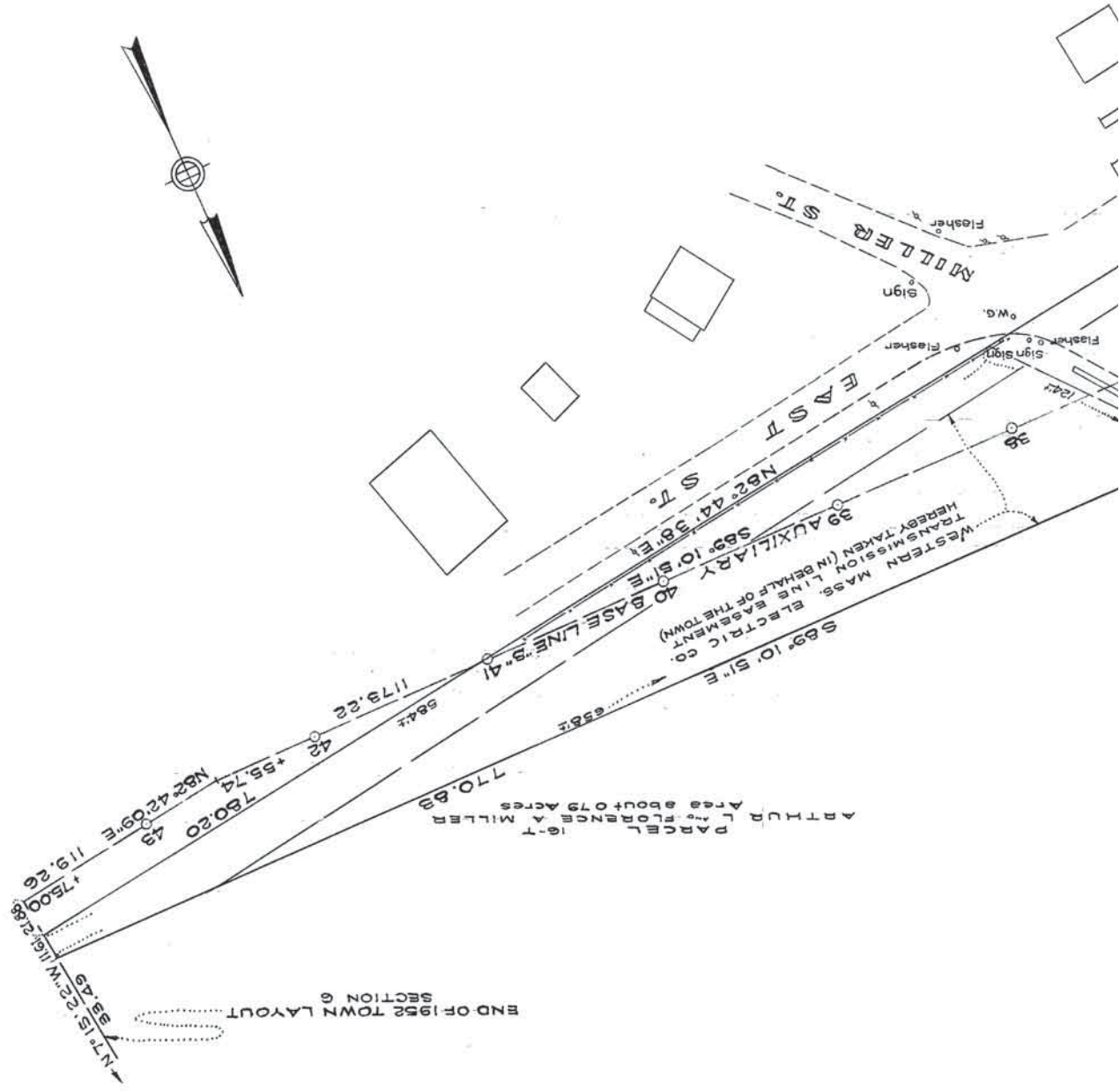
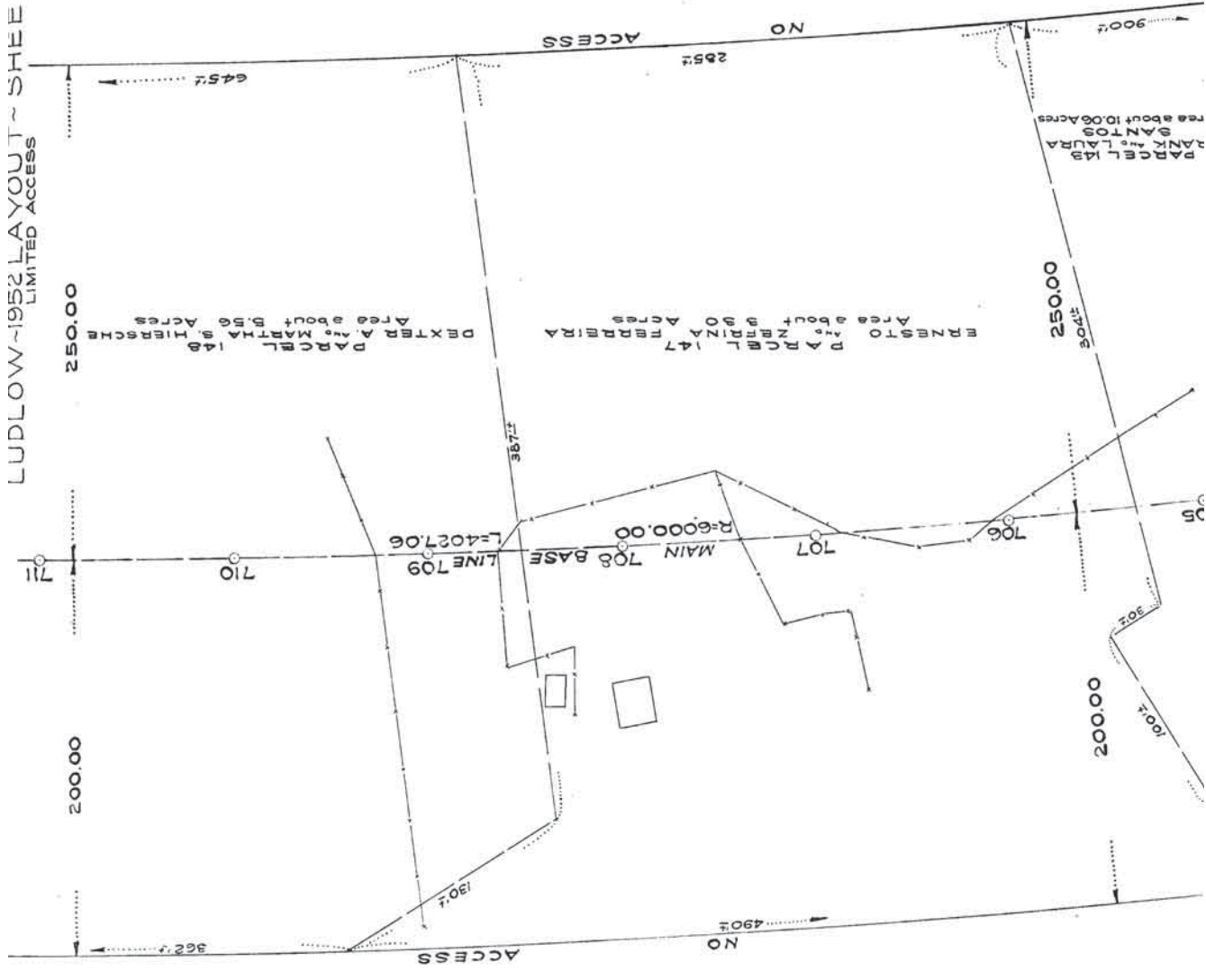


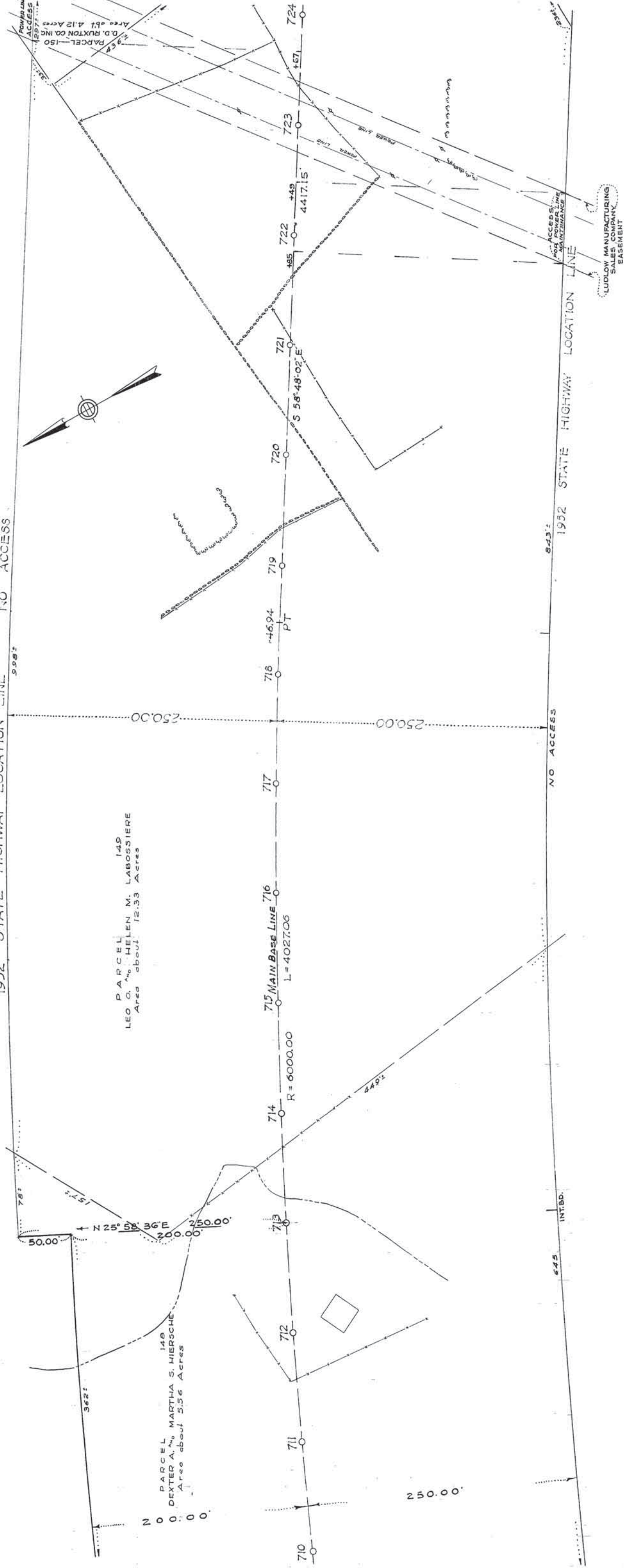








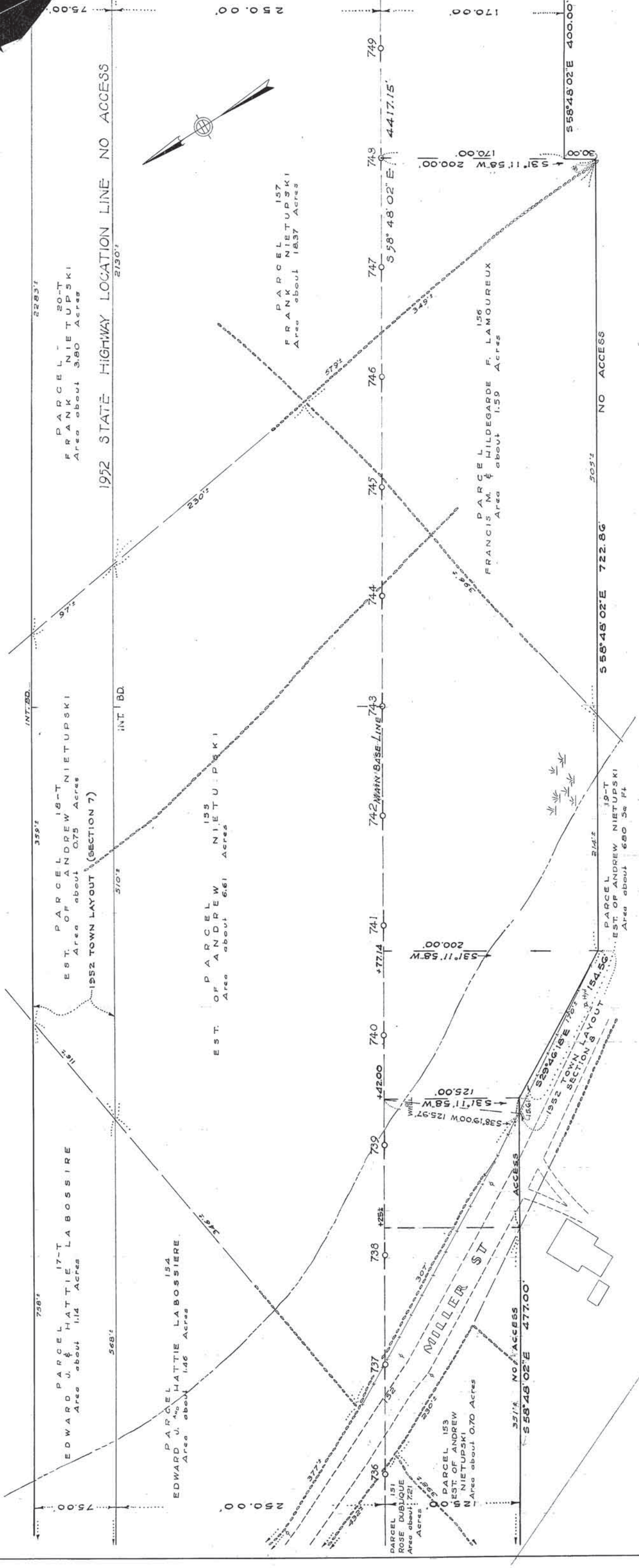




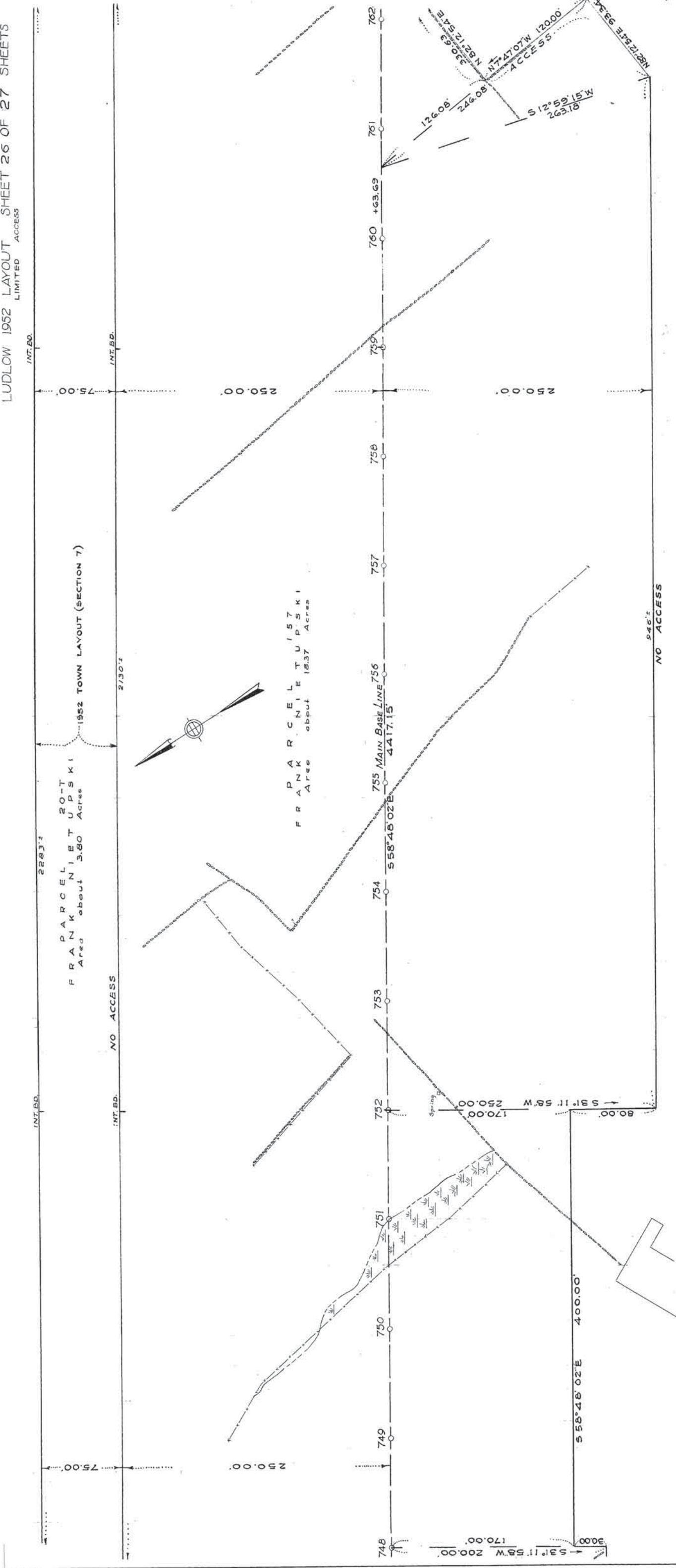


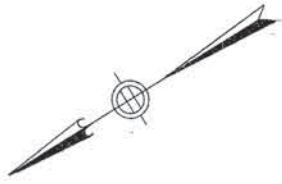
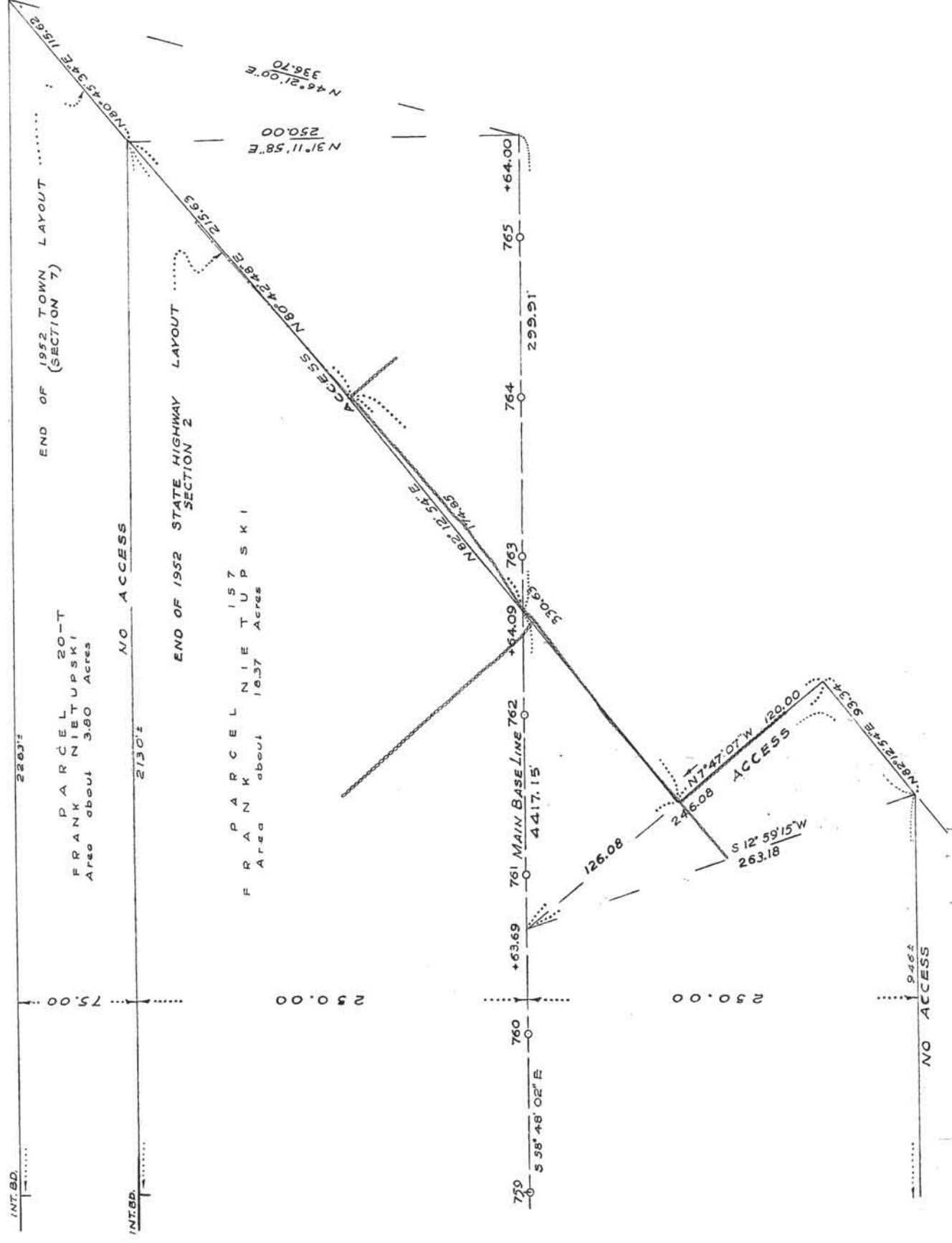


LUDLOW ~1952 LAYOUT ~ SHEET 25 OF 27 SHEETS  
LIMITED ACCESS











1952

Ludlow



**STATE HIGHWAY LAYOUT #4011**  
**I-90, Mass. Pike, easement for Socony Mobile Oil Co.**

**SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 38 PAGES 33-35.**

**INDEXING**

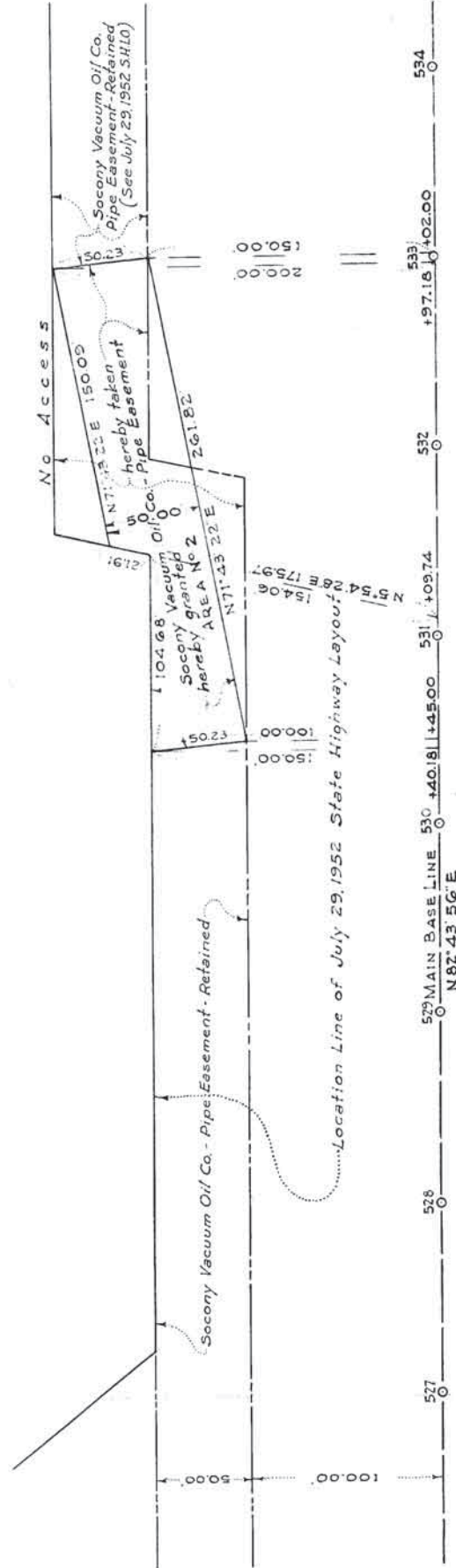
**Plan Name** STATE HIGHWAY LAYOUT #4011

**Image Info** SH61028 I-90

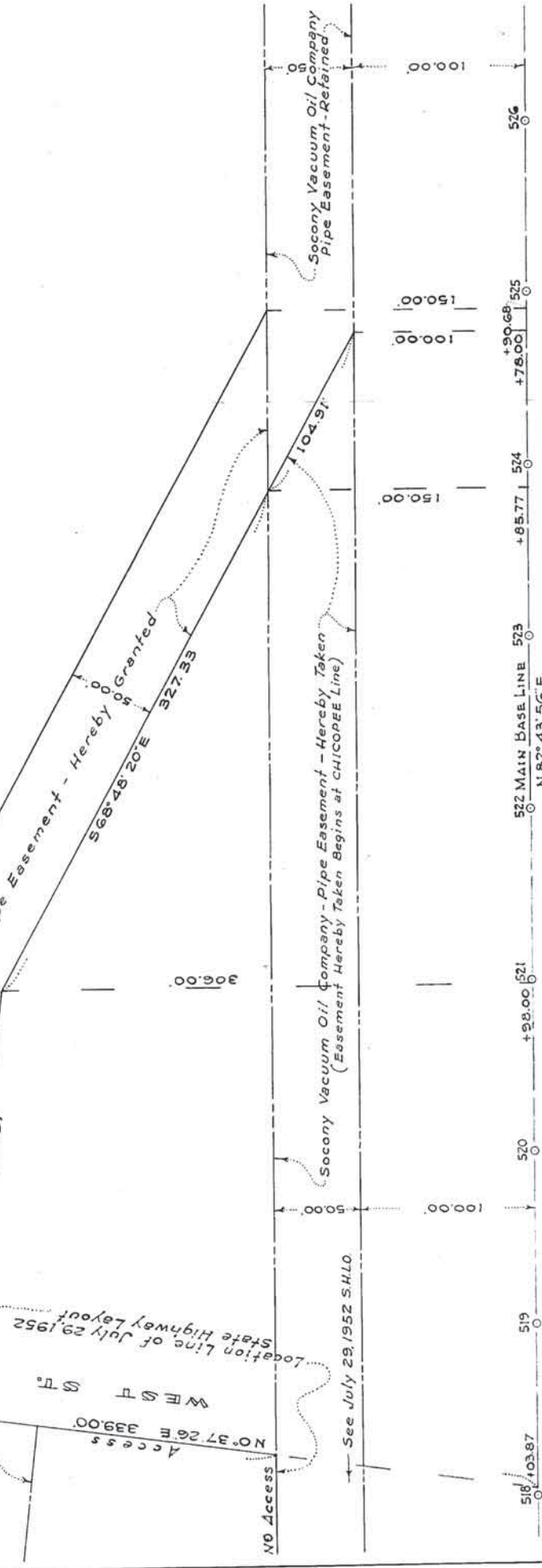
**Image Info** SH61028 Ludlow

**Image Info** SH61028 Mass. Pike

**Image Info** SH61028 Socony Mobile Oil Company



RELATION OF RTE. 20



NOTE: The alteration consists of revising the access provisions on the location line of July 29, 1952 State Highway Layout, to allow for revision of Socony Vacuum Oil Co. Easement.

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a public highway by the Department of Public Works on November 4, 1952 in accordance with Chapter 81 of the General Laws as amended by Section 7C inserted by Chapter 397 of the Acts of 1943.

William F. Gosselin  
Department of Public Works

The Commonwealth of Massachusetts  
PLAN OF ROAD  
in the town of  
**LUDLOW**  
LUDLOW COUNTY  
Altered and laid out as a State Highway by the  
Department of Public Works  
NOVEMBER 4, 1952  
Scale: 40 feet to the inch  
Chief Engineer









1953

Ludlow



STATE HIGHWAY LAYOUT #4058  
I-90, Mass. Pike, West St. to Holyoke St. along layout #4011.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 40 PAGES 111-115.

INDEXING

STATE HIGHWAY LAYOUT #4058

- Image Info SH61029 Ludlow
- mage Info SH61029 Holyoke Street
- Image Info SH61029 I-90
- Image Info SH61029 Mass. Pike
- Image Info SH61029 West Street



*The Commonwealth of Massachusetts*

*Department of Public Works*

*100 Nashua Street, Boston 14*

Ludlow

July 23, 1953.

*This letter  
and Certificate  
received  
July 31, 1953  
A. Neilson*

Mr. Edward G. Shea,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

The Department of Public Works did, under date of June 16, 1953, alter the location of a section of State highway previously laid out in the town of Ludlow, and did discontinue a portion of the location of said State highway in connection with this alteration. A plan showing said discontinuance and the State highway as altered, and certificates that said Department of Public Works has discontinued a portion of State highway and has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you under separate cover, for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to said discontinuance and alteration is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

*Doris B. Worthen*  
Assistant Secretary

R

*Plan received Aug 3/53 -  
receipt returned Aug 3-1953  
J. H. Greeley —*





**The Commonwealth of Massachusetts**  
**DEPARTMENT OF PUBLIC WORKS**

---

*Layout No.* 4058

WHEREAS, the Department of Public Works,  
acting on behalf of the Commonwealth of Massachusetts, did, under date of  
July 29, 1952,  
lay out and take charge of as a State highway a road in the town of LUDLOW,  
county of Hampden, leading from  
to and being known as -

as shown on the plans of said State highway on file in the office of the Department of Public  
Works, copies of which plans have been filed in the office of the County Commissioners of said  
County of Hampden, at Springfield, and in the office of the  
Town Clerk of said Town of Ludlow; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said  
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,  
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-  
tion thereto, the Department of Public Works adjudges that public necessity and convenience  
require that the Commonwealth should alter the location of said State highway, and should  
lay out and take charge of said State highway as altered, as hereinafter described., with  
limited access provisions.



The alteration is located on the State highway laid out on July 29, 1952 for a relocation of a portion of Route 20, and consists of revising part of the southerly location line thereof by discontinuing a portion of the location of said State highway; and also of revising certain limited access provisions of said 1952 layout.

The base line used for this alteration is the main base line of the aforesaid July 29, 1952 State highway layout.

The southerly line of location of the section of State highway hereby altered and laid out begins at a point on the southerly location line of said July 29, 1952 State highway layout bearing south  $0^{\circ} 37' 26''$  west and 100.96 feet distant from station 518+64.45 of the aforesaid base line, and extends thence, following said 1952 location line, north  $82^{\circ} 43' 55''$  east 186.14 feet to a point bearing south  $7^{\circ} 16' 04''$  east and 100.00 feet distant from station 520+36.72 of said base line; thence, leaving said 1952 location line and extending north  $77^{\circ} 50' 51''$  east 78.47 feet to a point bearing south  $5^{\circ} 59' 49''$  east and 93.52 feet distant from station 521+17.00 of said base line; thence parallel to said base line and 93.50 feet distant therefrom to a point bearing south  $23^{\circ} 31' 13''$  east and 97.39 feet distant from station 549+50.00; thence south  $09^{\circ} 46' 25''$  east 356.45 feet to a point bearing south  $3^{\circ} 31' 17''$  east and 140.30 feet distant from station 553+39.83 of said base line; thence parallel to said base line and 140.00 feet distant therefrom to a point bearing south  $10^{\circ} 40' 37''$  east and 140.25 feet distant from station 574+61.50; thence north  $74^{\circ} 16' 10''$  east 443.25 feet to a point at the end of the alteration, on the line defining the east only end of the first section of the aforesaid July 29, 1952 State highway layout (on the southwesterly street line of Holyoke Street), said point bearing south  $54^{\circ} 05' 22''$  east and being 109.25 feet distant from station 573+28.60 of the aforesaid base line.

That portion of the State highway location laid out on July 29, 1952 lying southerly of the southerly location line of the State highway as hereby altered and laid out and hereinbefore described, is hereby discontinued as State highway, thereby becoming a portion of the location of West Avenue (and extension thereof), said discontinued portion being more particularly shown on the plan hereinafter referred to.

The right of access to and egress from the State highway location as hereby altered and laid out is limited, being allowed across the southerly location line thereof as hereinbefore described only as follows:



Access to and egress from the State highway location is allowed the City of Springfield and/or its agents across said location line between points thereon opposite stations 538 and 539 of the aforesaid base line for the purpose of maintaining water pipes crossing said location near station 542 of said base line.

The limited access provisions of the aforesaid July 29, 1952 State highway layout, in so far as applicable to the southerly location line thereof between the points of beginning and ending of the alteration hereinbefore described, are hereby cancelled; the foregoing provisions being substituted therefor.

The northerly location line of the State highway is not affected by this alteration.

The State highway hereby altered and laid out and the section of State highway hereby discontinued are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Ludlow Hampden County Altered and laid out as a State Highway by the Department of Public Works June 16, 1953. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and discontinuance in the Registry of Deeds for Hampden County, at Springfield.

It is therefore

Voted, That the section of State highway as hereinbefore described and as described and shown on said plan and marked "Discontinuance" be and the same is hereby discontinued; that, when the County Commissioners of the County of Hampden have indicated their concurrence in this matter by attaching their signatures hereto and to said plan, the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has discontinued said section of State highway in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.



Dated at Boston this sixteenth day of June, 1953.

<u>John A. Volpe</u>	}	Department
<u>Benjamin H. Grout</u>		of
<u>Francis V. Matera</u>		Public Wo.

THE COMMONWEALTH OF MASSACHUSETTS

The County Commissioners of the County of Hampden, all duly chosen, qualified and acting, herein join in and signify their approval of said discontinuance and their concurrence with the said Department of Public Works therein and in every act, matter and thing connected therewith.

Witness our hands this      ninth      day of      July

A. D., 1953.

A TRUE COPY-ATTEST

*Doris B. Worthen*

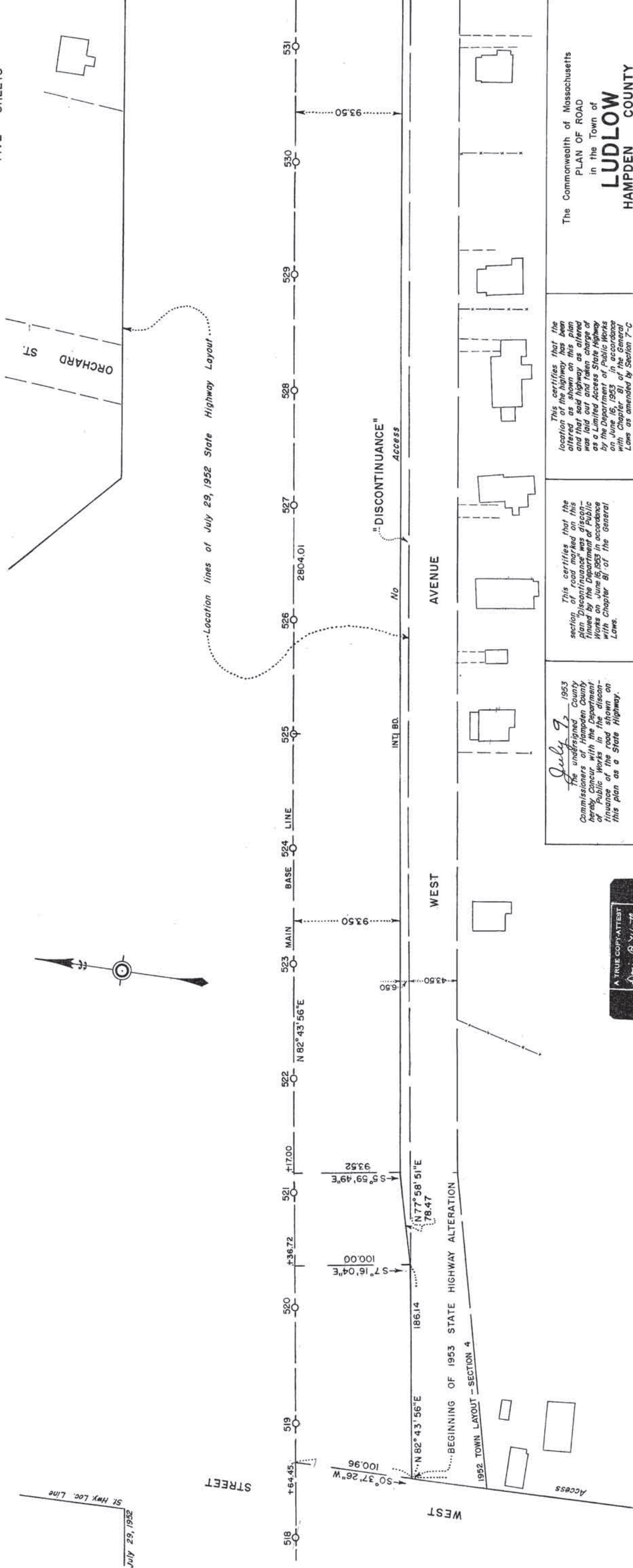
Assistant SECRETARY

DEPARTMENT OF PUBLIC WORKS

COMMONWEALTH OF MASSACHUSETTS

<u>Ralph P. Walsh</u>	}	County
<u>Thomas F. Sullivan</u>		Commissioner
<u>William F. Stapleton</u>		of
		Hampden
		County





July 7, 1953  
The undersigned County Commissioners of Hampden County hereby Concur with the Department of Public Works in the discontinuance of the road shown on this plan as a State Highway.

*Joseph P. Walsh*  
Thomas F. Quinn  
William P. Hapleton  
County Commissioners, Hampden County

This certifies that the section of road marked on this plan "Discontinuance" was discontinued by the Department of Public Works on June 16, 1953 in accordance with Chapter 81 of the General Laws.

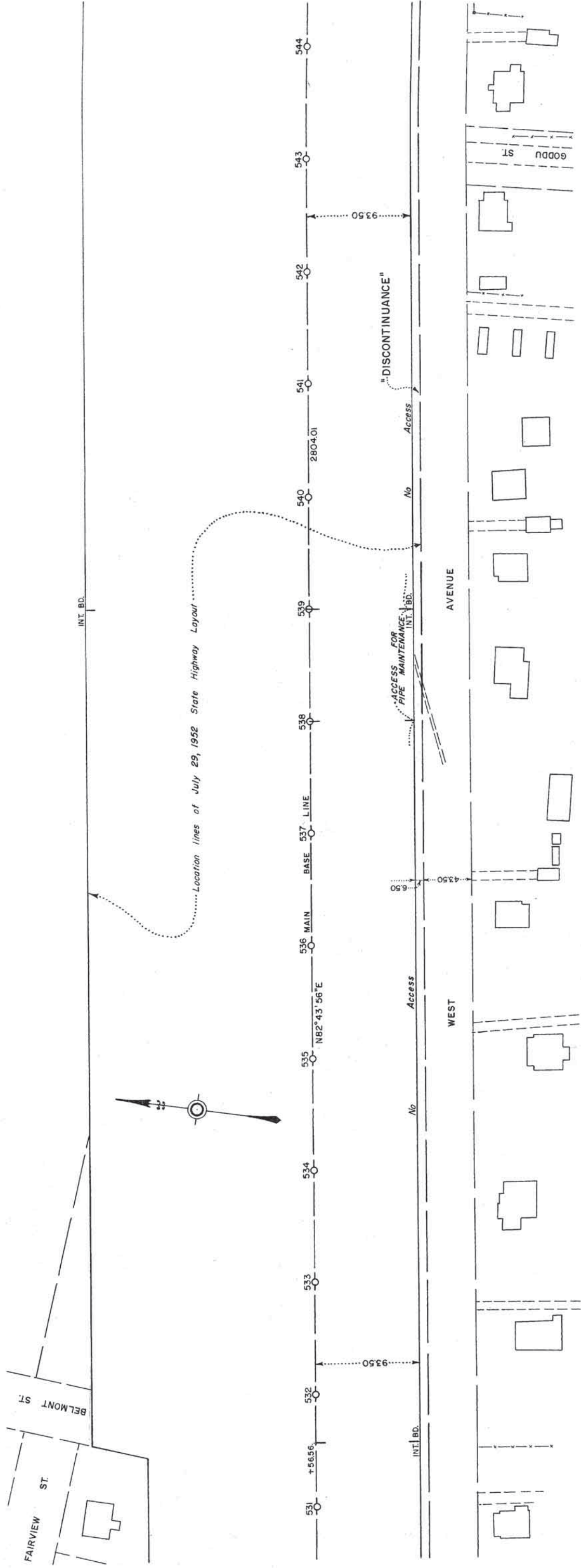
*John A. Walsh*  
Robert M. Hest  
James M. Wilson  
Department of Public Works

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on June 16, 1953 in accordance with Chapter 81 of the General Laws as amended by Section 7-C of the Acts of 1943.

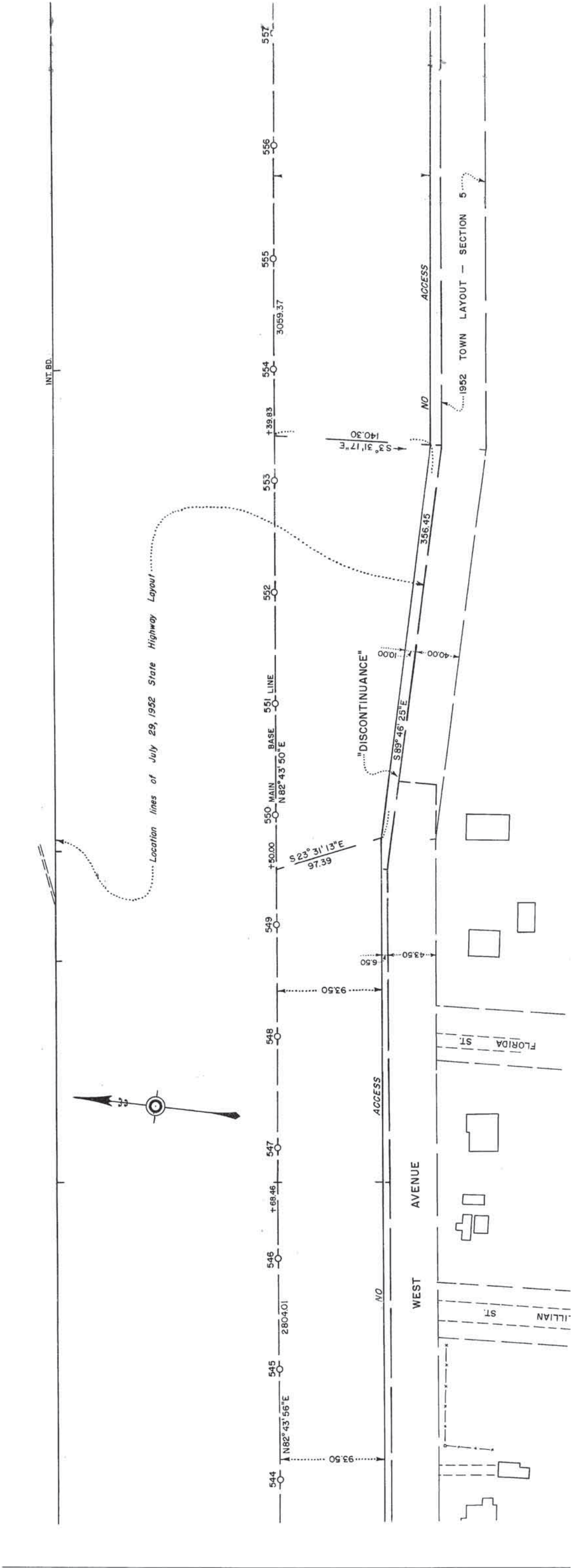
*John A. Walsh*  
Robert M. Hest  
James M. Wilson  
Department of Public Works

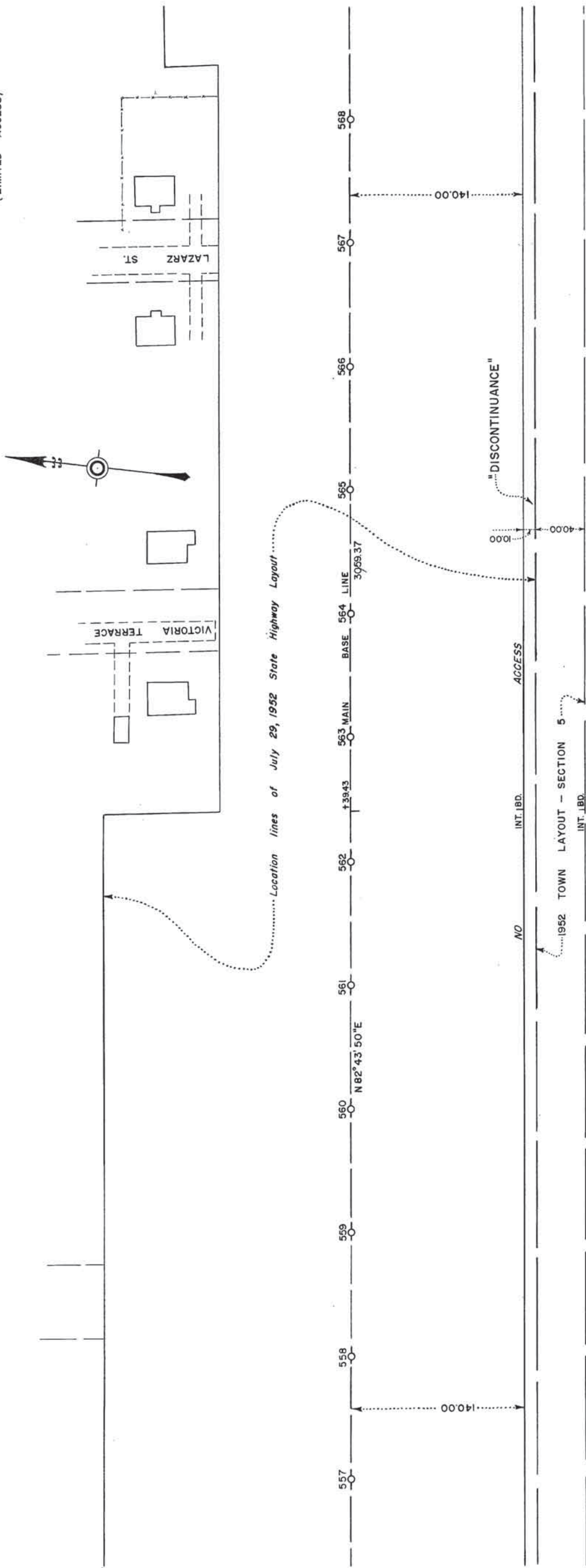
The Commonwealth of Massachusetts  
PLAN OF ROAD  
in the Town of  
**LUDLOW**  
HAMPDEN COUNTY  
Altered and laid out as a State Highway by the  
Department of Public Works  
June 16, 1953  
Scale : 40 feet to the inch  
*H. A. Walsh*  
Chief Engineer



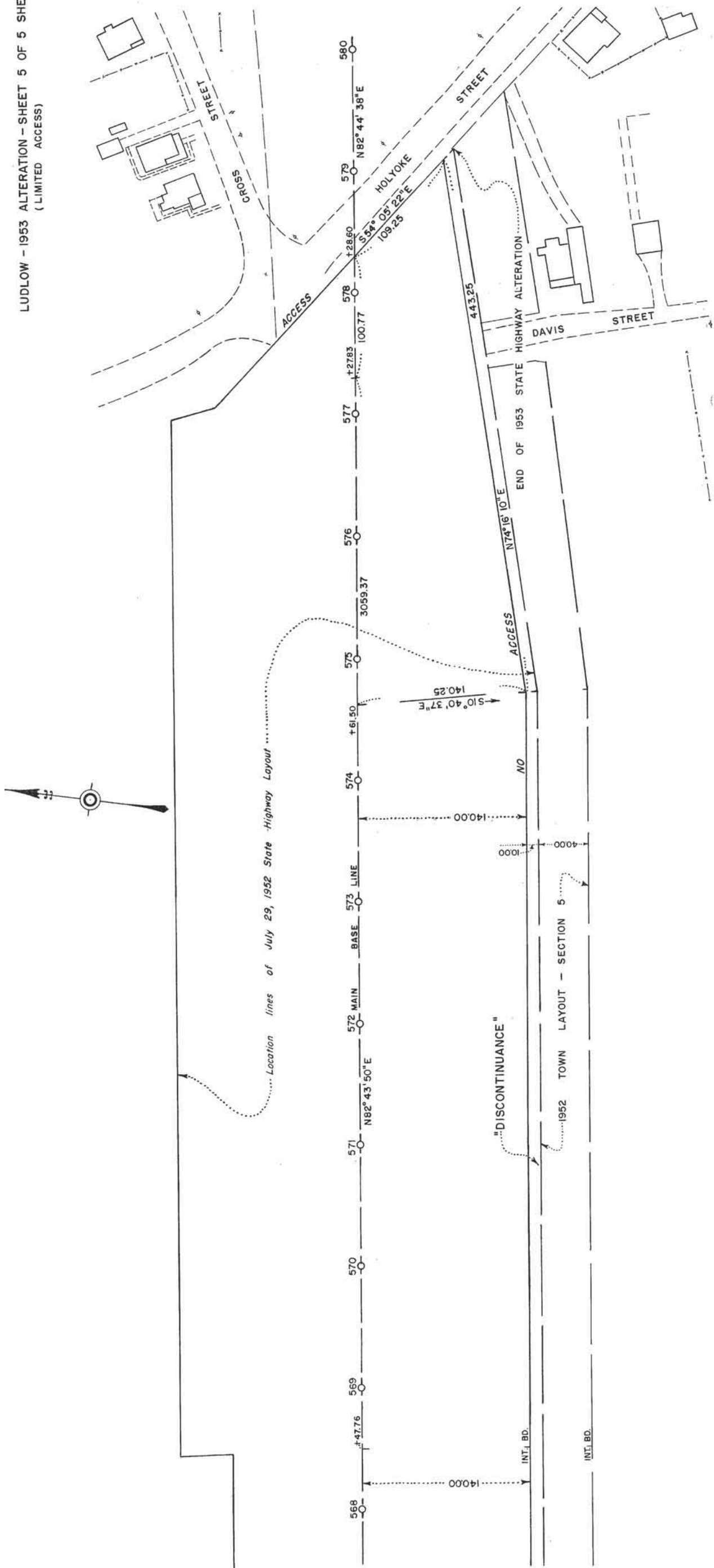












1956

Ludlow



STATE HIGHWAY LAYOUT #4444  
I-90, Mass. Pike, Chicopee line to east of West St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 56 PAGES 36-44.

INDEXING

Plan Name STATE HIGHWAY LAYOUT #4444

Image Info SH61030 Ludlow

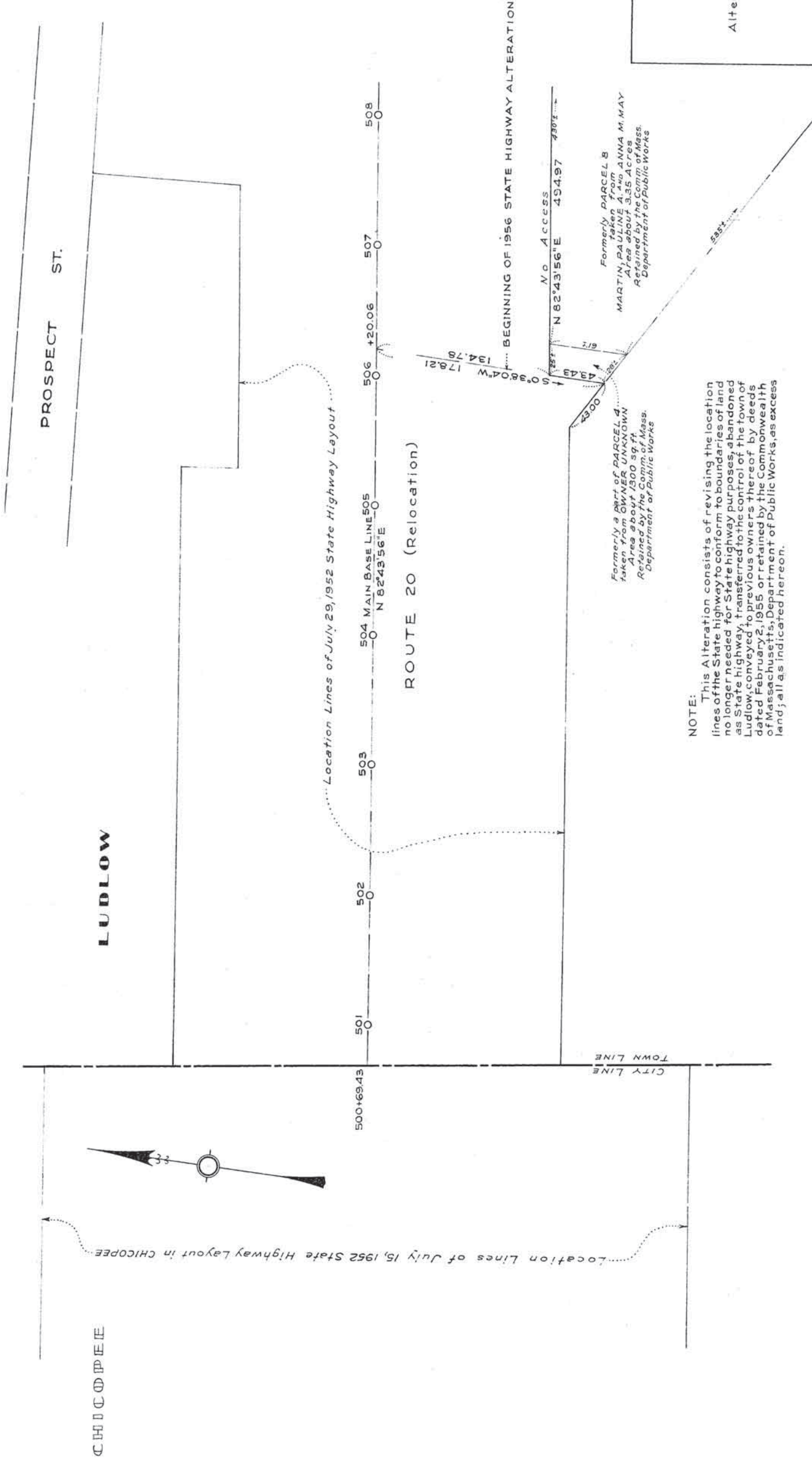
Image Info SH61030 Chicopee

Image Info SH61030 I-90

Image Info SH61030 Mass. Pike

Image Info SH61030 West Street





This certifies that the sections of road marked on this plan "Abandonment" were abandoned by the Department of Public Works for April 24, 1956 in accordance with Chapter 81 of the General Laws.

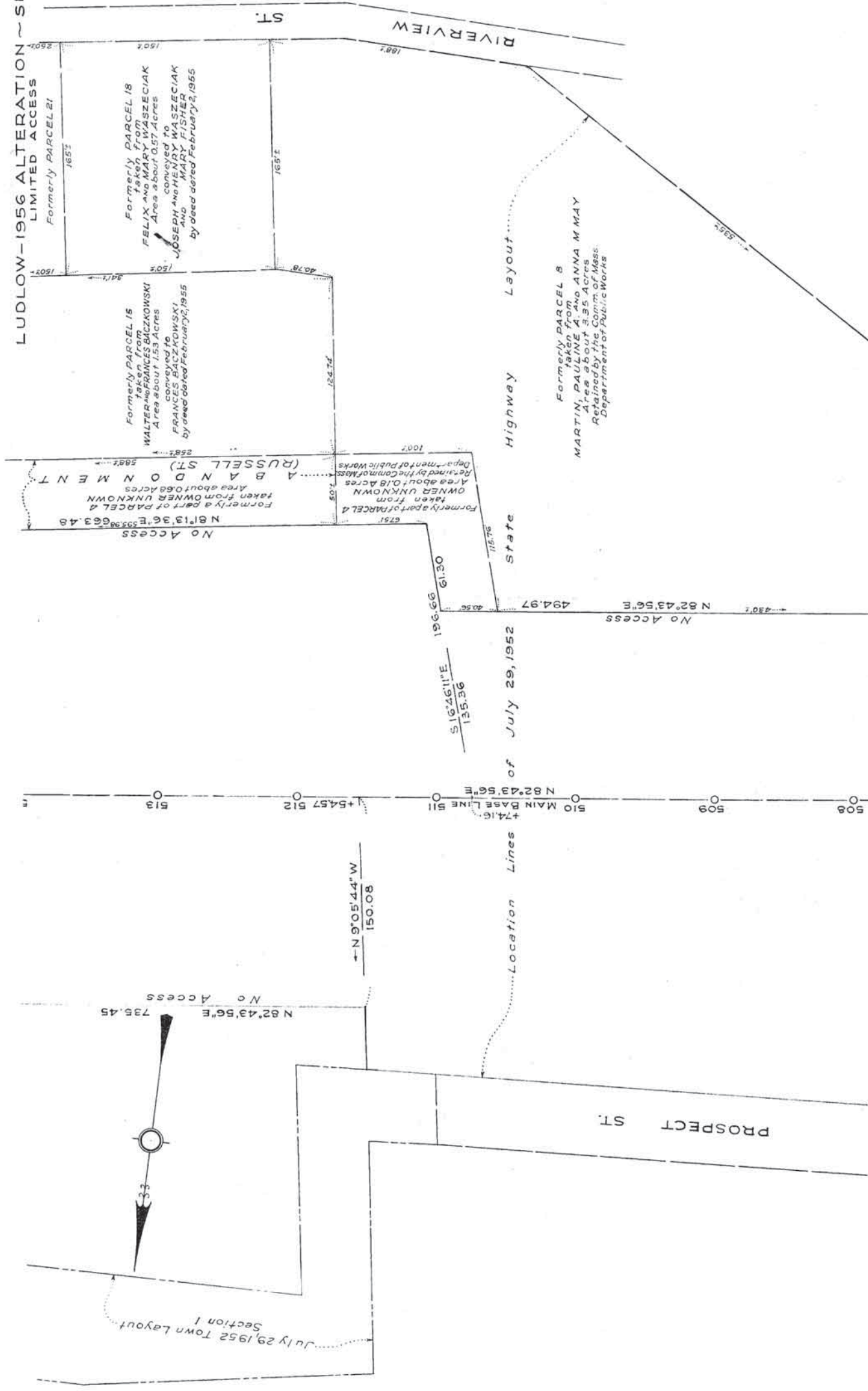
*John A. Dale*  
*John A. Dale*  
Department of Public Works

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on April 24, 1956 in accordance with Chapter 81 of the General Laws as amended by Section 7-C of Chapter 397 of the Acts of 1943.

*John A. Dale*  
*John A. Dale*  
Department of Public Works

The Commonwealth of Massachusetts  
PLAN OF ROAD  
in the Town of  
**LUDLOW**  
in the County of  
WINDHAM  
Altered and laid out as a State Highway by the  
Department of Public Works  
APRIL 24, 1956  
Scale - 40 feet to the inch  
*H. B. Gray*  
Chief Engineer

LUDLOW-1956 ALTERATION ~ SHEET 2 OF 5 SHEETS  
LIMITED ACCESS

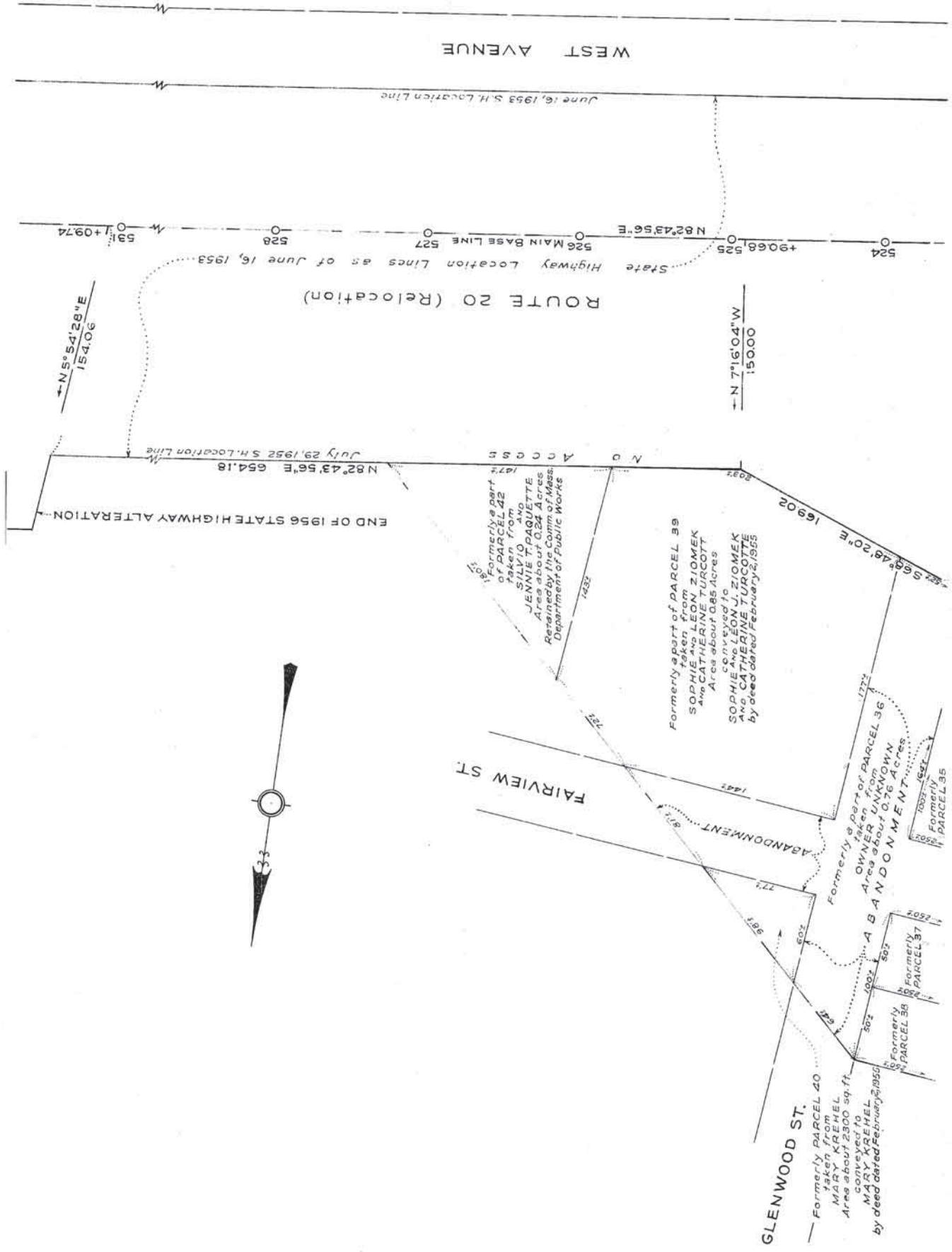














*The Commonwealth of Massachusetts*

*Department of Public Works*

*100 Nashua Street, Boston 14*

Ludlow

April 30, 1956.

Mr. Edward G. Shea,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

The Department of Public Works did, under date of April 24, 1956, alter with limited access provisions the location of a section of State highway previously laid out in the town of Ludlow, did abandon certain land previously taken for State highway purposes, and did transfer to the control of the Town of Ludlow certain portions of West Street in Ludlow.

A plan showing said abandonment, the State highway as altered, and the portions of West Street transferred to the town of Ludlow, and certificates that said Department of Public Works has abandoned said land, has laid out and taken charge of said State highway as altered and has transferred said portions of West Street to the town of Ludlow, in accordance with said plan, are sent you herewith for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to said abandonment, alteration and transfer is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

*May E. McMorris*  
Secretary

R





**The Commonwealth of Massachusetts**  
**DEPARTMENT OF PUBLIC WORKS**

---

**Layout No. 4444**

WHEREAS, the Department of Public Works,  
 acting on behalf of the Commonwealth of Massachusetts, did, under date of  
 July 29, 1932,  
 lay out and take charge of as a State highway a road in the town of LUDLOW,  
 county of Hampden, leading from Ludlow  
 to Chicopee, and being known as  
 Relocation of Route 20,  
 as shown on the plans of said State highway on file in the office of the Department of Public  
 Works, copies of which plans have been filed in the office of the County Commissioners of said  
 County of Hampden, at Springfield, and in the office of the  
 Town Clerk of said Town of Ludlow; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said  
 State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,  
 as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-  
 tion thereto, the Department of Public Works adjudges that public necessity and convenience  
 require that the Commonwealth should alter the location of said State highway, and should  
 lay out and take charge of said State highway as altered, as hereinafter described, with  
 limited access provisions.



The alteration is located on both sides of the State highway location laid out on July 29, 1952 for the Relocation of Route 20, beginning at a point on the southerly location line thereof about 525 feet easterly of the dividing line between the town of Ludlow and the city of Chicopee, and extending easterly about 0.48 of a mile to a point on the northerly location line thereof about 1270 feet easterly of West Street, so called. Said alteration consists of establishing revised southerly and northerly State highway location lines, with limited access provisions, to conform to portions of the boundaries of certain parcels of land no longer needed for State highway purposes hereby abandoned as State highway, hereby transferred to the control of the town of Ludlow, conveyed to previous owners thereof by deeds dated February 2, 1955, or retained by the Commonwealth of Massachusetts, Department of Public Works, as excess land; all as indicated on the plan hereinafter referred to.

The State highway location hereby altered and laid out is more fully described as follows:

The base line used for the alteration is the main base line of the aforesaid July 29, 1952 State highway layout.

The southerly location line of the State highway as hereby altered and laid out begins at a point on the southerly location line of the aforesaid July 29, 1952 State highway layout bearing south  $0^{\circ} 38' 04''$  west and 178.21 feet distant from station 506+20.06 of the aforesaid base line, and extends thence, leaving said 1952 location line, north  $0^{\circ} 38' 04''$  east 43.43 feet to a point bearing south  $0^{\circ} 38' 04''$  west and 134.78 feet distant from said station 506+20.06; thence north  $82^{\circ} 43' 56''$  east 494.97 feet to a point bearing south  $16^{\circ} 46' 11''$  east and 135.36 feet distant from station 510+74.16 of said base line; thence south  $16^{\circ} 46' 11''$  east 61.30 feet to a point bearing south  $16^{\circ} 46' 11''$  east and 196.66 feet distant from said station 510+74.16; thence north  $81^{\circ} 13' 36''$  east 663.48 feet to a point on the westerly street line of West Street, as hereby re-established, bearing south  $0^{\circ} 17' 25''$  west and 180.95 feet distant from station 517+94.16 of said base line;



thence, following said street line, north  $0^{\circ} 17' 25''$  east 80.08 feet to a point bearing south  $0^{\circ} 17' 25''$  west and 100.87 feet distant from said station 517+94.16; thence, in part following the southerly location line of the aforesaid 1952 State highway layout as re-established by the June 16, 1953 State highway alteration, north  $82^{\circ} 43' 56''$  east 255.84 feet to a point thereon, at the end of this alteration, bearing south  $7^{\circ} 16' 04''$  east and 100.00 feet distant from station 520+36.72 of said base line.

The northerly location line of the State highway as hereby altered and laid out begins at a point on the northerly location line of the aforesaid July 29, 1952 State highway layout bearing north  $9^{\circ} 05' 44''$  west and 150.08 feet distant from station 511+54.57 of the aforesaid base line, and extends thence, in part following said 1952 location line, north  $82^{\circ} 43' 56''$  east 735.45 feet to a point on the easterly street line of West Street, hereby re-established, bearing north  $0^{\circ} 37' 26''$  east and 151.43 feet distant from station 518+64.45 of said base line; thence, following said street line, north  $0^{\circ} 37' 26''$  east 207.61 feet to a point bearing north  $0^{\circ} 37' 26''$  east and 359.04 feet distant from said station 518+64.45; thence by a curve to the left of 2030.00 feet radius 398.14 feet to a point again on the northerly location line of said 1952 State highway layout; thence following said State highway location line southerly to southeasterly and easterly, as shown on plan, by a curve of 140.00 feet radius 179.54 feet; thence south  $84^{\circ} 05' 32''$  east 136.54 feet to a point bearing north  $5^{\circ} 54' 28''$  east and 609.61 feet distant from station 520+31.35 of said base line; thence leaving said State highway location line, south  $5^{\circ} 54' 28''$  west 250.00 feet to a point bearing north  $5^{\circ} 54' 28''$  east and 359.61 feet distant from said station 520+31.35; thence south  $84^{\circ} 05' 32''$  east 250.00 feet to a point on the westerly street line of Glenwood Street, so called, as hereby re-established, bearing north  $5^{\circ} 54' 28''$  east and 301.08 feet distant from station 522+88.11 of said base line; thence, following said street line, south  $5^{\circ} 54' 28''$  west 64.30 feet to a point bearing north  $5^{\circ} 54' 28''$  east and 236.78 feet distant from said station 522+88.11; thence, leaving said street line and extending south  $68^{\circ} 48' 20''$  east 169.02 feet to a point bearing north  $7^{\circ} 16' 04''$  west and 150.00 feet distant from station 524+90.68 of said base line; thence north  $82^{\circ} 43' 56''$  east 654.18 feet, in part following said 1952 location line as hereby re-established to a point thereon at the end of the alteration bearing north  $5^{\circ} 54' 28''$  east and 154.06 feet distant from station 531+09.74 of said base line.

The right of access to and egress from the State highway location is limited, being permitted across the altered location lines thereof, hereinbefore described, only as follows:

1. Free access to and egress from said location is allowed at West Street -
  - (a) Across the southerly location line between a point thereon bearing south  $0^{\circ} 17' 25''$  west and 100.87 feet distant from station 517+94.16 of the aforesaid base line and a point thereon bearing north  $82^{\circ} 43' 56''$  east and 69.70 feet distant from the last described point.



- (b) Across the northerly location line between a point thereon bearing north  $0^{\circ} 37' 25''$  east and 151.43 feet distant from station 518+64.45 of said base line and a point thereon bearing south  $82^{\circ} 43' 56''$  west and 60.57 feet distant from the last described point.
2. The limited access provisions of the aforesaid July 29, 1952 State highway layout, insofar as applicable to those portions of the location lines thereof extending between the points of beginning and ending of the location lines hereinbefore described, are hereby rescinded.

The portions of the aforesaid July 29, 1952 State highway layout hereby abandoned comprise three parcels of land (Parcel 25 and portions of Parcels 4 and 36 in the order of takings for said 1952 State highway layout) which are described as follows:

Parcel 4, (portion abandoned). A parcel of land (formerly a portion of Russell Street) adjoining the southerly side of the State highway location altered as hereinbefore described and the westerly side of West Street, bounded northerly by said State highway location 595.93 feet; easterly by West Street 50.63 feet; southerly, in part by land now or formerly of John Saletnik and in part by land now or formerly of Frances Baczowski, a total of about 588 feet; and westerly by land now or formerly of the Commonwealth of Massachusetts (Department of Public Works) about 50 feet, containing about 0.68 of an acre.

Parcel 25. A triangular parcel of land (formerly a portion of Riverview Street) adjoining the southerly location line of the aforesaid July 29, 1952 State highway layout and the westerly side of West Street, bounded easterly by West Street 21.67 feet; southerly by said State highway location line 126.58 feet; and northerly, in part by land now or formerly of Edward and Stella Robak and in part by land now or formerly of the Commonwealth of Massachusetts (Department of Public Works), a total of 128.28 feet, containing about 1,350 square feet.

Parcel 36, (portion abandoned). A parcel of land (formerly portions of Fairview and Glenwood Streets) comprising that portion of Fairview Street extending between the westerly end thereof and the northerly location line of the aforesaid 1952 State highway layout, and that portion of Glenwood Street extending between said 1952 State highway location line and the northerly line of the State highway location altered and laid out as hereinbefore described, containing about 0.76 of an acre, as shown on plan.

Portions of West Street included within the State highway location laid out on July 29, 1952 which are no longer needed for State highway purposes are hereby transferred to the control of the Town of Ludlow under the provisions of Chapter 685 of the Acts of 1950, being described as follows:



1. A portion thereof located on the northerly side of the State highway location altered and laid out as hereinbefore described, bounded easterly and southerly by said State highway location 605.75 feet and 60.57 feet respectively; and westerly and northerly by the northerly location line of the aforesaid July 29, 1952 State highway layout 602.29 feet and 60.00 feet respectively.
2. A portion thereof located on the southerly side of the State highway location altered and laid out as hereinbefore described, bounded northerly by said State highway location 69.70 feet; easterly and southerly by the southerly location line of the aforesaid July 29, 1952 State highway layout 459.23 feet and 66.42 feet respectively; and westerly by a line bearing south  $0^{\circ} 17' 25''$  west and 449.68 feet in length, extending between the westerly ends of the above described northerly and southerly boundaries respectively.

In addition, that portion of the roadway of West Street included within the State highway location altered and laid out as hereinbefore described, and extending under the roadway on said location is hereby transferred to the control of the town of Ludlow.

The State highway hereby altered and laid out, the portions of land abandoned, and the portions of West Street transferred to the control of the Town of Ludlow are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Ludlow Hampden County Altered and laid out as a State Highway by the Department of Public Works April 24, 1956. Scale: 40 feet to the inch".

It is therefore

Voted, That the portions of State highway as hereinbefore described and as described and shown on said plan and marked "Abandonment" be and the same are hereby abandoned; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said land is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that the said Department of Public Works has abandoned the land herein referred to and as shown on said plan, together with a copy of this adjudication and vote.

It is also

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public



Works, attesting that the said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-fourth day of April, 1956.

John A. Volpe

Department

Fred B. Dole

of

Lewis J. Fritz

Public Works

A TRUE COPY-ATTEST

May E. McMoran  
SECRETARY  
DEPARTMENT OF PUBLIC WORKS  
COMMONWEALTH OF MASSACHUSETTS



1957

Ludlow



**STATE HIGHWAY LAYOUT #4551**  
**West St. to Fuller St., relocation from Nash Hill Rd. to Fuller Rd. to intersection of West St.**

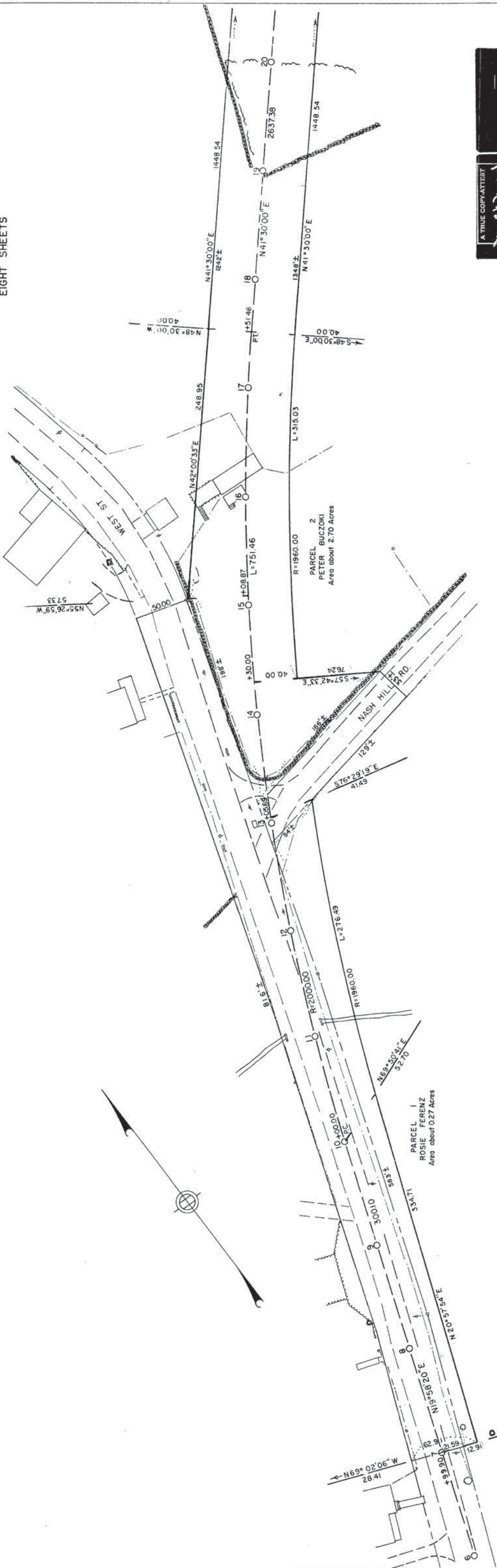
**SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 60 PAGES 69-83.**

**INDEXING**

STATE HIGHWAY LAYOUT #4551

- Image Info** SH61031 Ludlow
- Image Info** SH61031 Fuller Road
- Image Info** SH61031 Fuller Street
- Image Info** SH61031 Nash Hill Road
- Image Info** SH61031 West Street
- Image Info** SH61031 West Street

EIGHT SHEETS

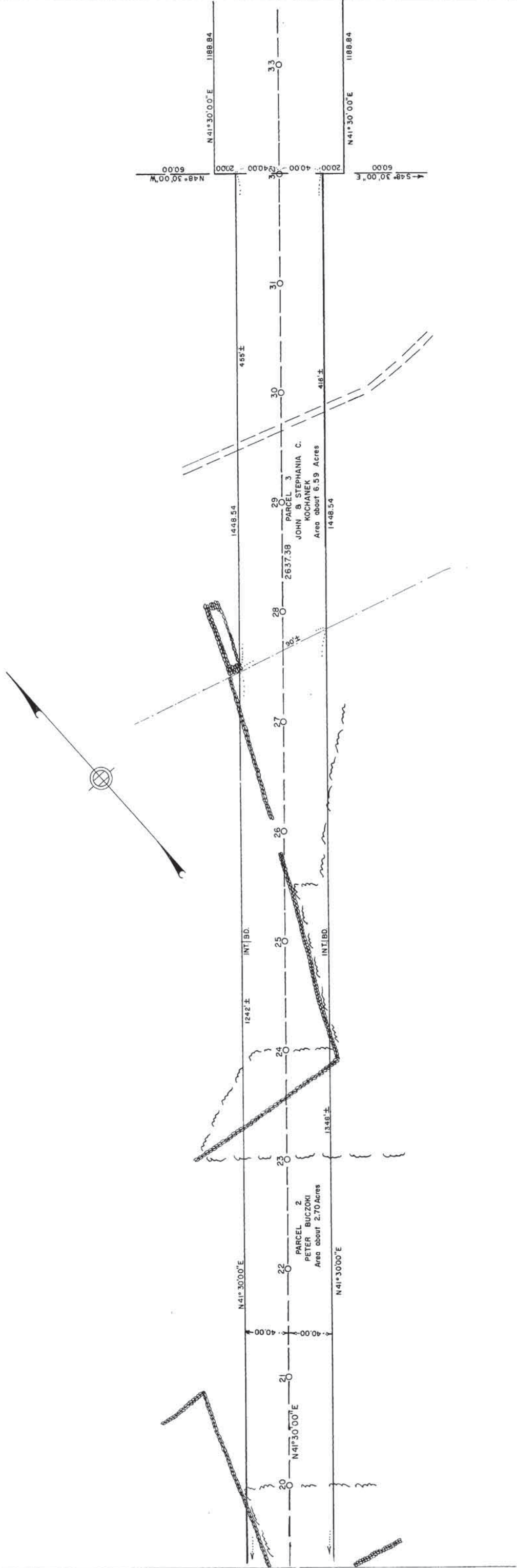


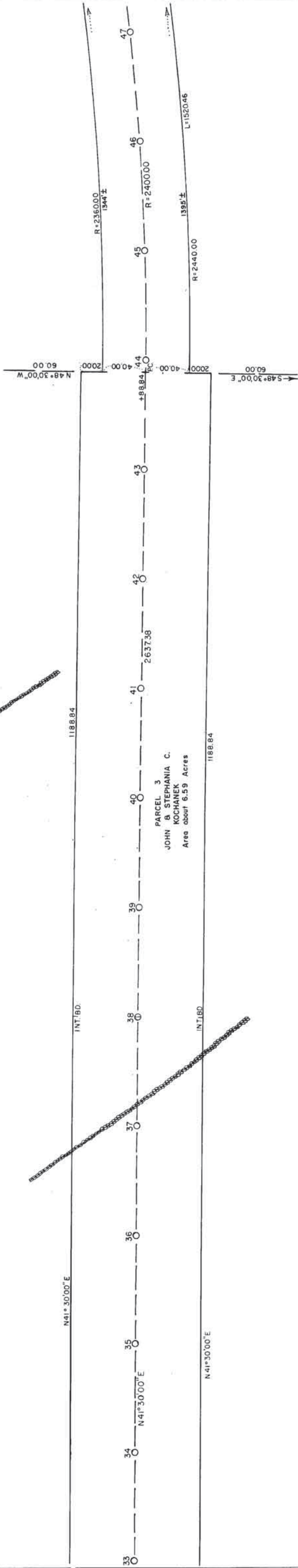
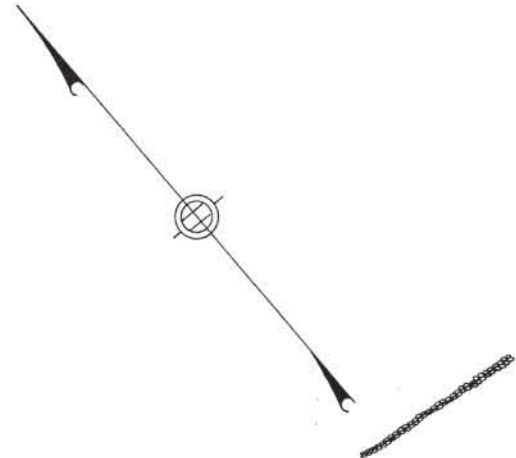
This certifies that the road shown on this plan was laid out and taken charge of as a State Highway by the Department of Public Works on April 9, 1957 in accordance with Chapter 81 of the General Laws.

*Paul J. Ludlow*  
Department of Public Works

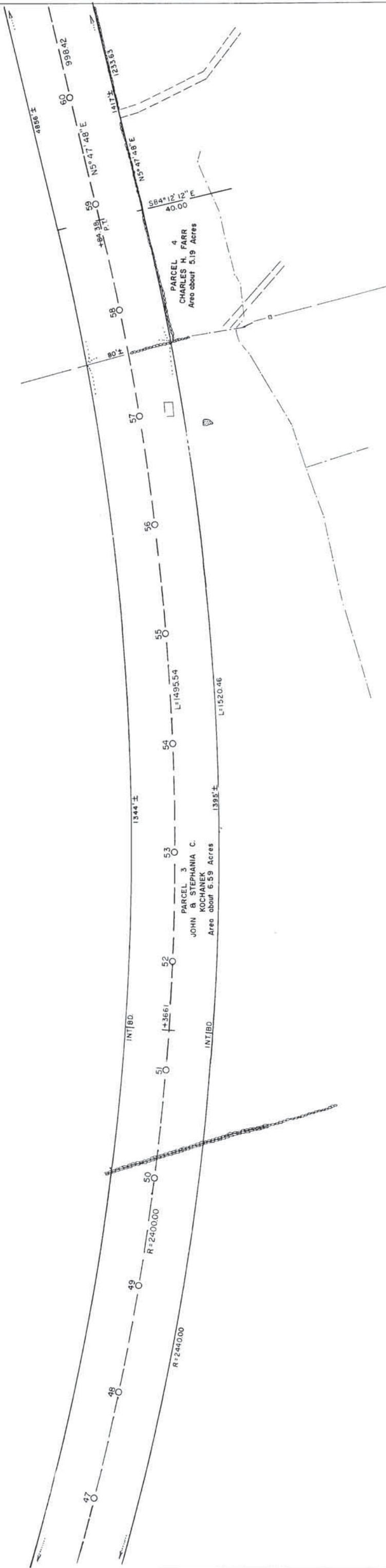
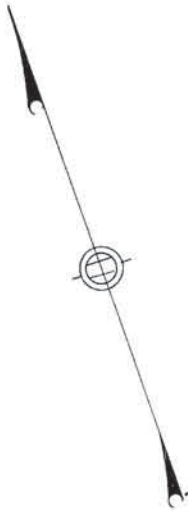
The Commonwealth of Massachusetts  
PLAN OF ROAD  
in the Town of  
**LUDLOW**  
HAMPDEN COUNTY  
Laid out as a State Highway by the  
Department of Public Works  
April 9, 1957  
Scale: 40 feet to the inch  
*W. J. Gaudin*  
Chief Engineer  
Layout No. 4551

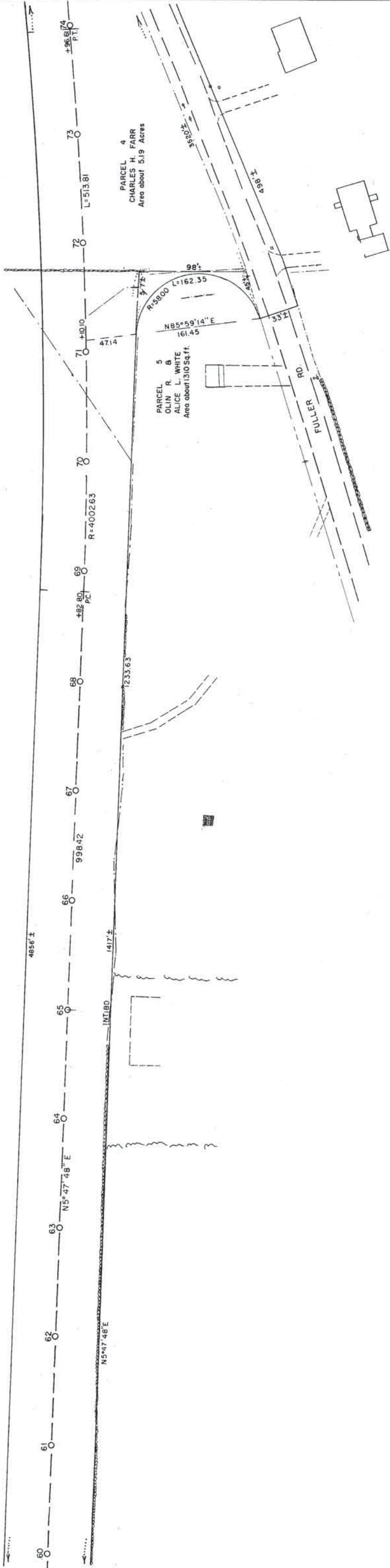






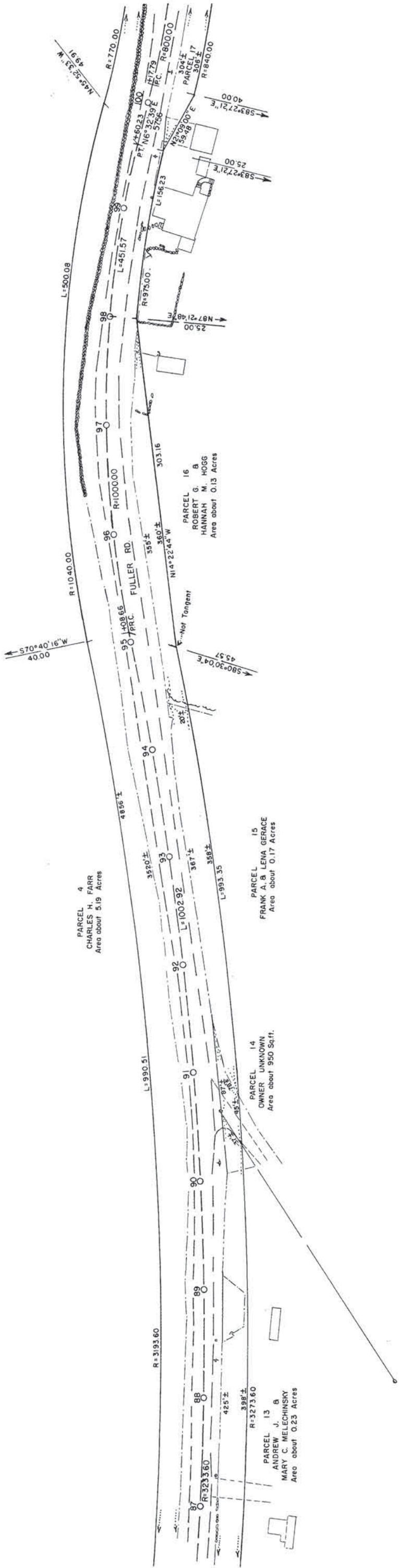




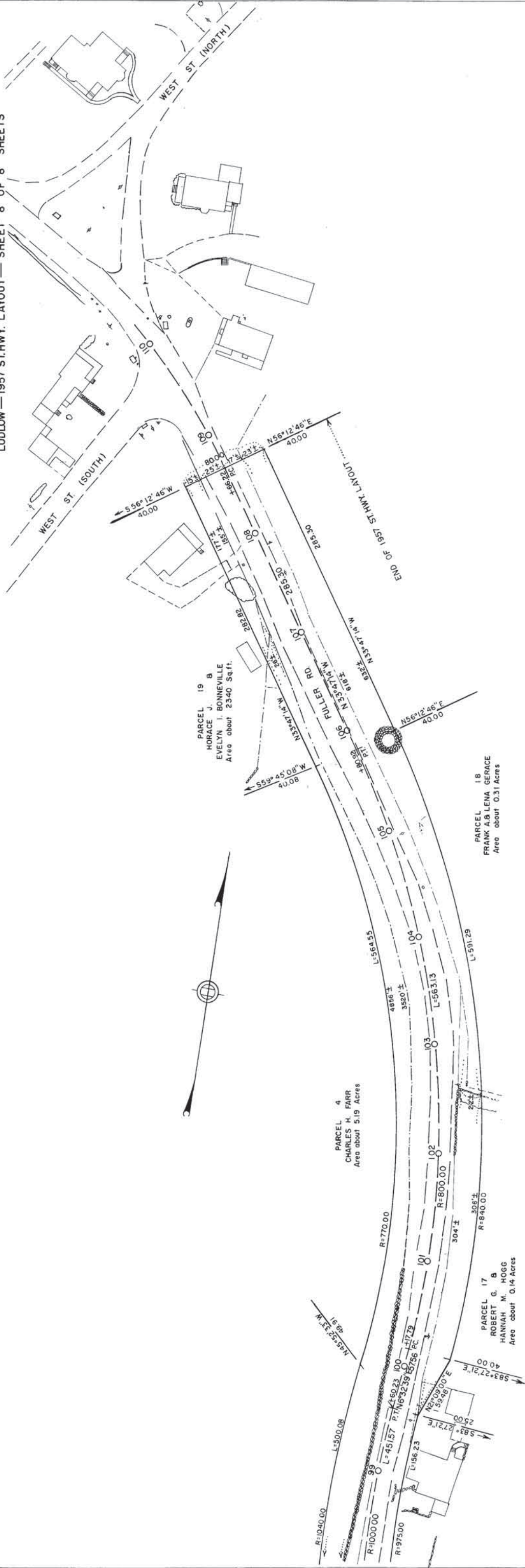














# *The Commonwealth of Massachusetts*

## *Department of Public Works*

*100 Nashua Street, Boston 14*

April 10, 1957

Ludlow

Edward G. Shea, Clerk  
Hampden County Commissioners  
Court House  
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated April 9, 1957, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in Ludlow, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

*May E. McMoran*  
Secretary

H/dt

Enclosures



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---00000---

Layout No. 4551  
and Order of Taking.

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on April 3, 1957, as required by Chapter 21B of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a State highway a road in the town of Ludlow, county of Hampden.

The layout consists of establishing a State highway location, in part for a portion of West Street, so-called, in part on new location for a relocation of a portion of said West Street, and in part for a portion of Fuller Road, so-called. Said layout begins on West Street about 600 feet southerly of the junction therewith of Nash Hill Road, so-called, and extends in a general northerly direction about 1.92 miles to a point on Fuller Road about 75 feet southeasterly of the junction therewith of said West Street (South), being more fully described as follows:

The base line for the layout is in part that of a survey made by Engineers of the Department in 1955 and in part the center line of construction as established by Engineers of the Department in 1957 and begins at a point in the existing roadway of West Street shown on plan as station 6+99.90 of the aforesaid survey base line and extends thence by said survey base line north  $19^{\circ} 58' 20''$  east 300.10 feet; thence by a curve to the right of 2000.00 feet radius 751.46 feet; thence north  $41^{\circ} 30' 00''$  east 2637.38 feet; thence leaving said survey base line and following the aforesaid center line of construction by a curve to the left of 2400.00 feet radius 1495.54 feet; thence north  $5^{\circ} 47' 48''$  east 998.42 feet; thence by a curve to the left of 4002.63 feet radius 513.81 feet; thence north  $1^{\circ} 33' 30''$  west 1062.20 feet to a point shown on plan as station 84+58.81 for the line back and as station 85+05.74 for the line ahead; thence by a curve to the left of 3233.60 feet radius 1002.92 feet; thence by a curve to the right of 1000.00 feet radius 451.57 feet; thence north  $6^{\circ} 32' 39''$  east 57.56 feet; thence by a curve to the left of 800.00 feet radius 563.13 feet; thence north  $33^{\circ} 47' 14''$  west 285.30 feet to a point at the end of the layout in the existing roadway of Fuller Road shown on plan as station 108+66.22.

The westerly location line of the State highway hereby laid out begins at a point on the westerly location line of the October 1, 1941 County layout on West Street bearing north  $69^{\circ} 02' 06''$  west and 28.41 feet distant from the point of beginning of the base line hereinbefore described shown on plan as station 6+99.90 and extends thence northerly, following said County location line, about 816 feet to a point thereon opposite and 50.00 feet distant westerly from a point



on the easterly location line of said October 1, 1941 County layout bearing north  $55^{\circ} 26' 59''$  west and 57.33 feet distant from station 15+08.87 of said base line; thence easterly, crossing West Street, 50.00 feet to the last described point; thence, leaving said easterly County location line, north  $42^{\circ} 00' 33''$  east 248.95 feet to a point bearing north  $48^{\circ} 30' 00''$  west and 40.00 feet distant from station 17+21.14 of said base line; thence west and 40.00 feet distant from station 32 of said base line; thence north  $48^{\circ} 30' 00''$  west 20.00 feet to a point bearing north  $48^{\circ} 30' 00''$  west and 60.00 feet distant from said station 32; thence north  $41^{\circ} 30' 00''$  east 1188.84 feet to a point bearing north  $48^{\circ} 30' 00''$  west and 60.00 feet distant from station 43+88.84 of said base line; thence south  $48^{\circ} 30' 00''$  east 20.00 feet to a point bearing north  $48^{\circ} 30' 00''$  west and 40.00 feet distant from said station 43+88.84; thence northeasterly to northerly, as shown on plan, parallel to said base line and 40.00 feet distant therefrom to a point bearing south  $70^{\circ} 40' 16''$  west and 40.00 feet distant from station 95+08.66 of said base line; thence by a curve to the right of 1040.00 feet radius 500.08 feet to a point bearing north  $45^{\circ} 52' 33''$  west and 49.91 feet distant from station 99+60.23 of said base line; thence by a curve to the left of 770.00 feet radius 564.55 feet to a point bearing south  $59^{\circ} 45' 08''$  west and 40.08 feet distant from station 105+80.92 of said base line; thence north  $33^{\circ} 47' 14''$  west 282.82 feet to a point at the end of the layout bearing south  $56^{\circ} 12' 46''$  west and 40.00 feet distant from the point of ending of said base line shown on plan as station 108+66.22.

The easterly location line of the State highway hereby laid out begins at a point bearing south  $69^{\circ} 02' 06''$  east and 34.50 feet distant from the point of beginning of the base line hereinbefore described shown on plan as station 6+99.90 and extends thence north  $20^{\circ} 57' 54''$  east 334.71 feet to a point bearing north  $69^{\circ} 50' 41''$  east and 52.70 feet distant from station 10+00.00 of said base line; thence by a curve to the right of 1960.00 feet radius, 276.49 feet to a point on the existing southerly street line of Nash Hill Road bearing south  $76^{\circ} 29' 19''$  east and 41.49 feet distant from station 13+05.69 of said base line; thence following said street line easterly about 129 feet to a point thereon opposite and about 33 feet distant from a point on the existing northerly street line of said Nash Hill Road bearing south  $57^{\circ} 42' 33''$  east and 116.24 feet distant from station 14+30.00 of said base line; thence northerly, crossing said road, about 33 feet to the last described point; thence, leaving said northerly street line, north  $57^{\circ} 42' 33''$  west 76.24 feet to a point bearing south  $57^{\circ} 42' 33''$  east and 40.00 feet distant from said station 14+30.00; thence northeasterly, as shown on plan, by a curve to the right of 1960.00 feet radius 315.03 feet to a point bearing south  $48^{\circ} 30' 00''$  east and 40.00 feet distant from station 17+51.46 of said base line; thence north  $41^{\circ} 30' 00''$  east 1448.54 feet to a point bearing south  $48^{\circ} 30' 00''$  east and 40.00 feet distant from station 32 of said base line; thence south  $48^{\circ} 30' 00''$  east 20.00 feet to a point bearing south  $48^{\circ} 30' 00''$  east and 60.00 feet distant from said station 32; thence north  $41^{\circ} 30' 00''$  east 1188.84 feet to a point bearing south  $48^{\circ} 30' 00''$  east and 60.00 feet distant



from station 43+88.84 of said base line; thence north  $48^{\circ} 30' 00''$  west 20.00 feet to a point bearing south  $48^{\circ} 30' 00''$  east and 40.00 feet distant from said station 43+88.84; thence northeasterly to northerly as shown on plan by a curve of 2440.00 feet radius 1520.46 feet to a point bearing south  $84^{\circ} 12' 12''$  east and 40.00 feet distant from station 58+84.34; thence northerly about 498 feet to a point thereon bearing north  $88^{\circ} 26' 30''$  east and 40.00 feet distant from station 76 of said base line; thence leaving said easterly street line and extending north  $1^{\circ} 33' 30''$  west 858.81 feet to a point bearing north  $88^{\circ} 26' 30''$  east and 40.00 feet distant from station 84+58.81 of said base line; thence by a curve to the left of 3273.60 feet radius 993.35 feet to a point bearing south  $80^{\circ} 30' 04''$  east and 45.57 feet distant from station 95+08.66 of said base line; thence north  $14^{\circ} 22' 44''$  west, not tangent to the line back, 303.16 feet to a point bearing north  $87^{\circ} 21' 48''$  east and 25.00 feet distant from station 98 of said base line; thence northerly by a curve to the right, not tangent to the line back, of 975.00 feet radius 156.23 feet to a point bearing south  $83^{\circ} 27' 21''$  east and 25.00 feet distant from station 99+60.23 of said base line; thence north  $21^{\circ} 09' 00''$  east, not tangent to the line back, 59.48 feet to a point bearing south  $83^{\circ} 27' 21''$  east and 40.00 feet distant from station 100+17.79 of said base line; thence northerly to northwesterly by a curve, not tangent to the line back, of 840.00 feet radius 591.29 feet to a point bearing north  $56^{\circ} 12' 46''$  east and 40.00 feet distant from station 105+80.92 of said base line; thence north  $33^{\circ} 47' 14''$  west 285.30 feet to a point at the end of the layout bearing north  $56^{\circ} 12' 46''$  east and 40.00 feet distant from the point of ending of said base line shown on plan as station 108+66.22.

The southerly end of the State highway hereby laid out is defined by a line bearing south  $69^{\circ} 02' 06''$  east and 62.91 feet in length extending between the points of beginning of the westerly and easterly location lines hereinbefore described.

The northwesterly end of the State highway hereby laid out is defined by a line bearing north  $56^{\circ} 12' 46''$  east and 80.00 feet in length extending between the points of ending of the westerly and easterly location lines hereinbefore described.

The location lines of the State highway laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, where feasible, at points of curvature, at the point of ending of the westerly location line and at the points of beginning and ending of the easterly location line; also at intermediate points on



both location lines opposite stations 25, 38 and 51+36.61 of the base line hereinbefore described, at an intermediate point on the easterly location line opposite station 65 of said base line, and at an intermediate point on the westerly location line opposite station 79 of said base line.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of Ludlow, county of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 1 to 19 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the town of Ludlow which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Ludlow Hampden County Laid out as a State Highway by the Department of Public Works April 9, 1957 Scale: 40 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Rosie Ferenz	0.27 Acres	\$1.00
2	Peter Buczoki	2.70 Acres	1.00
3	John and Stephania C. Kochanok	6.59 Acres	1.00
4	Charles H. Farr	5.19 Acres	1.00
5	Olin R. and Alice L. White	1310 Sq. Ft.	1.00
6	New England Water Supplies, Inc.	2950 Sq. Ft.	1.00
7	William A. and Margaret A. Rougeau	0.11 Acres	1.00
8	Herman R. and June H. Seiker	0.10 Acres	1.00



1957

Ludlow



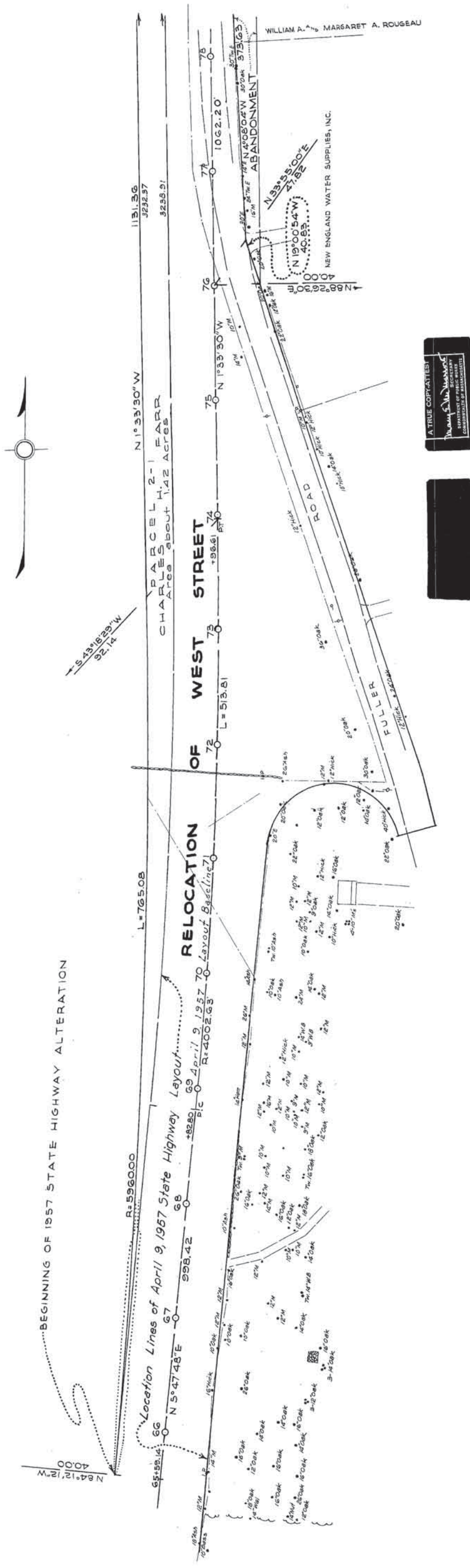
STATE HIGHWAY LAYOUT #4605  
Fuller St. widening on west line & abandonment on east line from West St.  
northerly.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 62 PAGE 97.

INDEXING

STATE HIGHWAY LAYOUT #4605

- Image Info SH61032 Ludlow
- Image Info SH61032 Fuller Street
- Image Info SH61032 West Street



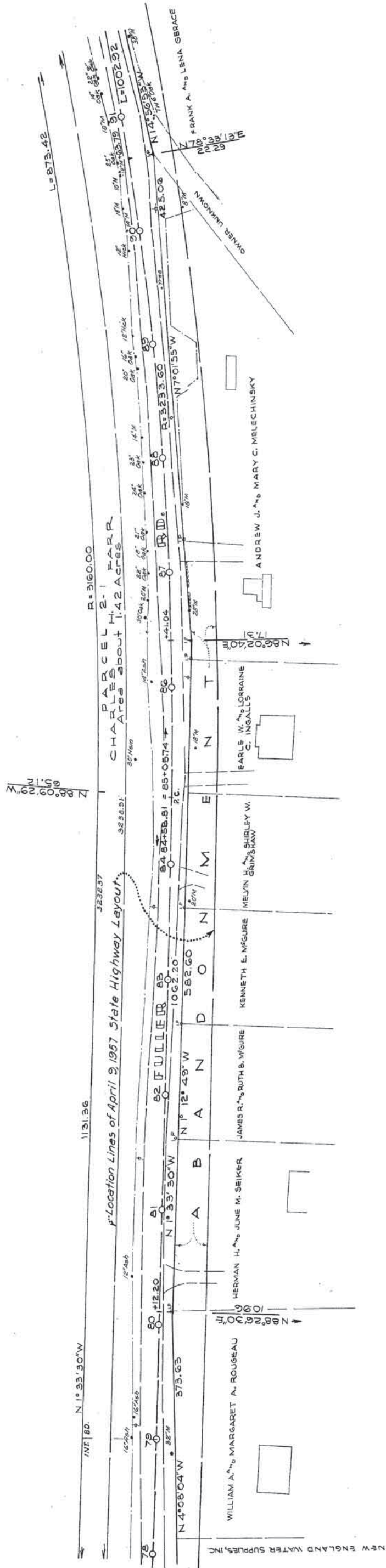
*This certifies that the location of the Highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on September 17, 1957 in accordance with Chapter 81 of the General Laws.*

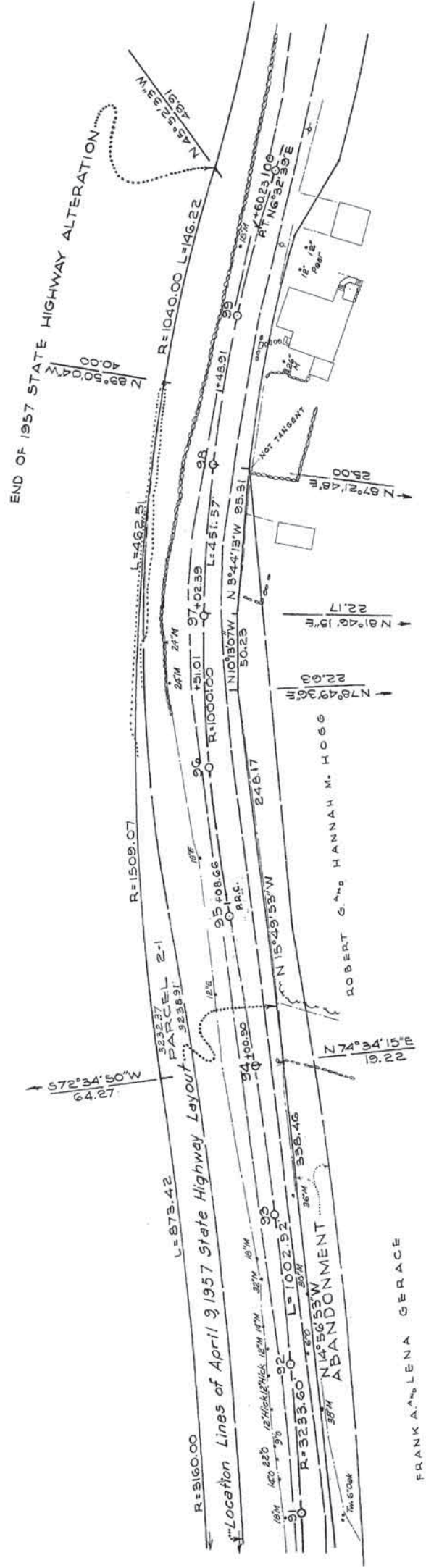
LAWNS.  
 Charles H. N. S. Yates  
 Fred B. Spole  
 Dennis J. Spole  
 Department of Public Works

*This certifies that the section of road marked on this plan "Abandonment" was abandoned by the Department of Public Works on September 17, 1957 in accordance with Chapter 81 of the General Laws.*

C. H. Thompson, Jr. A. G. Webb  
 Fred B. Davis  
 George J. Smith  
 Department of Public Works











# The Commonwealth of Massachusetts

## DEPARTMENT OF PUBLIC WORKS

Layout No. 4605  
and order of Taking

WHEREAS, the Department of Public Works  
acting on behalf of the Commonwealth of Massachusetts, did, under date of  
**April 9, 1957**  
lay out and take charge of as a State highway a road in the **Town of Ludlow**  
county of **Hampden** ~~and being known as~~  
**the West Street Relocation** ~~and being known as~~

as shown on the plans of said State highway on file in the office of the Department of Public  
Works, copies of which plans have been filed in the office of the County Commissioners of said  
County of **Hampden**, at **Springfield**, and in the office of the  
**Town** Clerk of said **Town** of **Ludlow**; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said  
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,  
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-  
tion thereto, the Department of Public Works adjudges that public necessity and convenience  
require that the Commonwealth should alter the location of said State highway, and should  
lay out and take charge of said State highway as altered, as hereinafter described.



The alteration consists of widening a portion of said April 9, 1957 State highway location, on the westerly side thereof, and of abandoning a portion of said location no longer needed for State highway purposes, on the easterly side thereof. Said alteration begins about 550 feet southerly of the junction of Fuller Road with said State highway location, and extends northerly about 0.64 miles, being more fully described as follows:

The base line of location used for the State highway hereby altered and laid out is a portion of the base line of the aforesaid April 9, 1957 State highway layout.

The westerly line of location of the State highway as hereby altered and laid out begins at a point on the westerly location line of the aforesaid April 9, 1957 layout, bearing north  $04^{\circ} 12' 12''$  west and 40.00 feet distant from station 65+59.14 of said base line; and extends thence, leaving said April 9, 1957 location line, northerly, as shown on plan, by a curve to the left of 5960.00 feet radius 765.08 feet to a point bearing south  $43^{\circ} 18' 29''$  west and 92.14 feet distant from station 73+96.61 of said base line; thence north  $1^{\circ} 33' 30''$  west 1131.36 feet to a point bearing north  $88^{\circ} 09' 29''$  west and 65.12 feet distant from a point on said base line shown on plan as station 84+58.81 for the line back and as station 85+05.74 for the line ahead; thence by a curve to the left of 3160.00 feet radius 873.42 feet to a point bearing south  $72^{\circ} 34' 50''$  west and 64.27 feet distant from station 94+00.90 of said base line; thence by a curve to the right of 1509.07 feet radius 462.51 feet to a point again on the westerly location line of said April 9, 1957 layout, bearing north  $89^{\circ} 50' 04''$  west and 40.00 feet distant from station 98+48.91 of said base line; thence following said April 9, 1957 location line, by another curve to the right of 1040.00 feet radius 146.22 feet to a point at the end of the alteration, bearing north  $45^{\circ} 52' 33''$  west and 49.91 feet distant from station 99+60.23 of said base line.

The easterly line of location of the State highway as hereby altered and laid out begins at a point on the easterly location line of the aforesaid April 9, 1957 layout bearing north  $88^{\circ} 26' 30''$  east and 40.00 feet distant from station 76 of the aforesaid base line and extends thence, leaving said location line, north  $19^{\circ} 00' 54''$  west 40.83 feet to a point bearing north  $33^{\circ} 55' 00''$  east and 47.82 feet distant from said station 76; thence north  $4^{\circ} 08' 04''$  west 373.63 feet to a point bearing north  $88^{\circ} 26' 30''$  east and 10.96 feet distant from station 80+12.20 of said base line; thence north  $1^{\circ} 12' 49''$  west 582.60 feet to a point bearing north  $86^{\circ} 02' 40''$  east and 17.31 feet distant from station 86+41.04 of said base line; thence north  $7^{\circ} 01' 55''$  west 425.06 feet to a point bearing north  $78^{\circ} 33' 13''$



east and 22.29 feet distant from station 90+63.79 of said base line; thence north  $14^{\circ} 56' 53''$  west 338.46 feet to a point bearing north  $74^{\circ} 34' 15''$  east and 19.22 feet distant from station 94+00.90 of said base line; thence north  $15^{\circ} 49' 53''$  west 248.17 feet to a point bearing north  $78^{\circ} 49' 36''$  east and 22.63 feet distant from station 96+51.01 of said base line; thence north  $10^{\circ} 13' 07''$  west 50.23 feet to a point bearing north  $81^{\circ} 46' 15''$  east and 22.17 feet distant from station 97+02.39 of said base line; thence north  $3^{\circ} 44' 13''$  west 95.31 feet to a point at the end of the alteration, again on the easterly location line of said April 9, 1957 layout, bearing north  $87^{\circ} 21' 48''$  east and 25.00 feet distant from station 90 of said base line. (Note: - The last mentioned course, north  $3^{\circ} 44' 13''$  west, is not tangent to said April 9, 1957 location line ahead.)

The lines of location of the State highway altered and laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, and at an intermediate point on the westerly line of location opposite station 79 of the aforesaid base line.

The portion of State highway location hereby abandoned by this alteration comprises an area of land bounded westerly by the easterly line of location altered and laid out as hereinbefore described and easterly by that portion of the easterly location line of the aforesaid April 9, 1957 State highway layout extending between the points of beginning and ending of the easterly line of location established by this alteration.

The above described abandonment area is comprised of several parcels of land acquired by the taking for the aforesaid April 9, 1957 State highway layout and shown on the plan and in the order of takings thereof, the parcel numbers, supposed owners and areas thereof being listed as follows:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
6	New England Water Supplies, Inc.	2,950 sq.ft.
7	William A. and Margaret A. Rougeau	0.11 acres
8	Herman R. and Juno M. Seiker	0.10 acres
9	James R. and Ruth B. McGuire	2,800 sq.ft.
10	Kenneth E. McGuire	2,700 sq.ft.
11	Melvin H. and Shirley W. Grimshaw	2,650 sq.ft.



<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
12	Earle W. and Lorraine C. Ingalls	3,230 sq.ft.
13	Andrew J. and Mary C. Molechinsky	0.23 acres
14	Owner Unknown	950 sq.ft.
15	Frank and Lena Gorace	0.17 acres
16	Robert G. and Hannah M. Hogg	0.13 acres

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and Chapter 718 of the Acts of 1956, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the town of Ludlow, County of Hampden, all of said land being taken in fee simple, the supposed owner of Parcel 2-1 shown on the plan hereinafter referred to, being set forth with the award hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the town of Ludlow which are included in the foregoing description.

The State highway hereby altered and laid out, the aforesaid taking and the portion of State highway location hereby abandoned are shown on a plan signed by E. J. McCarthy, Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Ludlow Hampden County Altered and laid out as a State Highway by the Department of Public Works September 17, 1957. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by Charles H. Farr in his property by reason of the aforesaid taking, comprising an area of about 1.42 acres, an award of \$1.00 is made.

The name of the owner herein given, although supposed to be correct, is such only as a matter of opinion and belief.



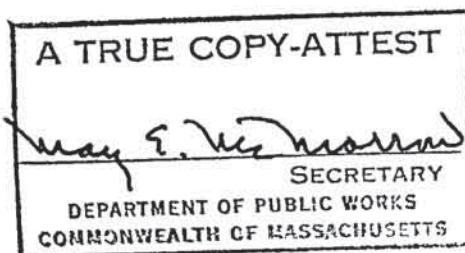
It is therefore

Voted, That the portion of State highway as hereinbefore described and as described and shown on said plan and marked "Abandonment" thereon be and the same is hereby abandoned; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which the land is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has abandoned the land herein referred to, together with a copy of this adjudication and vote.

It is also

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this seventeenth day of September, 1957.



A. N. DiNatale

) Department

Fred B. Dole

) of

Lewis J. Fritz

) Public Works

1959

Ludlow



STATE HIGHWAY LAYOUT #4837  
West St. & Fuller St. layout #4551 transferred to town control.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 71 PAGES 53-67.

INDEXING

STATE HIGHWAY LAYOUT #4837

- Image Info SH61033 Ludlow
- Image Info SH61033 Fuller Street
- Image Info SH61033 West Street





# *The Commonwealth of Massachusetts*

## *Department of Public Works*

*100 Nashua Street, Boston 14*

April 27, 1959.

Ludlow  
Layout No. 4837

Edward G. Shea, Clerk  
Hampden County Commissioners  
Court House  
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated April 21, 1959, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has transferred to the control of the town of Ludlow a portion of the State highway laid out in the town of Ludlow under Layout No. 4551, dated April 9, 1957, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the transfer of control of the portion of said State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

*May E. McMorris*  
Secretary

H/ihc

Enclosures

*Rec'd & Filed  
May 28, 1959*



# *The Commonwealth of Massachusetts*

## *Department of Public Works*

*100 Nashua Street, Boston 14*

Ludlow

September 24, 1957

Edward G. Shea, Clerk  
Hampden County Commissioners  
Court House  
Springfield, Mass.

Dear Sir:

The Department of Public Works, did, under date of September 17, 1957, alter the location of a section of State highway previously laid out in the town of Ludlow, and did abandon certain land previously taken for State highway purposes.

A plan showing said abandonment and the State highway as altered, and certificate that said Department of Public Works has abandoned said land and has laid out and taken charge of said State highway as altered in accordance with said plan are sent you herewith for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to said abandonment and alteration is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

A handwritten signature in cursive script, reading "May G. McManus".

Secretary

Enc.  
H-egc



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 4837  
and Transfer of Control

WHEREAS, the Massachusetts Department of Public Works, acting under the provisions of Chapter 81 of the General Laws and of Chapter 718 of the Acts of 1956, did, under date of April 9, 1957, lay out and take charge of as a State highway a road and land in connection therewith, in the Town of Ludlow, County of Hampden, known as West Street Relocation and Fuller Road, as described under Layout No. 4551 and Order of Taking, and as shown on a plan, an attested copy of which has been filed in the office of the County Commissioners of said County of Hampden and in the office of the Town Clerk of said Town of Ludlow; and

WHEREAS, in the opinion of the Department of Public Works, the aforesaid State highway location described and shown on the plan as aforesaid, exclusive of a portion thereof abandoned as State highway under the September 17, 1957 State highway alteration (Layout No. 4605), is no longer needed for State highway purposes;

NOW, THEREFORE, we the undersigned, Commissioners of the Department of Public Works, acting under the provisions of Chapter 718 of the Acts of 1956 and all other acts and parts of acts hereto enabling, do hereby transfer to the control of the Town of Ludlow the aforesaid State highway location, with the exception of that portion thereof comprising the aforesaid 1957 abandonment, as shown on a plan which is to be filed with this order of transfer in the Registry of Deeds for Hampden County, at Springfield, said plan being signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works, and being entitled: "The Commonwealth of Massachusetts Plan



of Road in the Town of Ludlow Hampden County Transferred to the Town of Ludlow by the Department of Public Works April 21, 1959 Scale: 40 feet to the inch", said plan showing location line and baseline data as filed and recorded as aforesaid, for the April 9, 1957 State highway layout (Layout No. 4551) and showing the revised easterly location line, hereinafter described, effected by said 1957 abandonment.

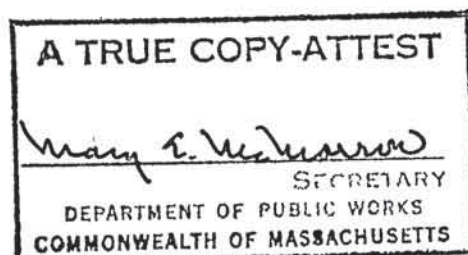
The revised easterly location line coincides with the line defining the westerly boundary of said 1957 abandonment area and begins at a point bearing north 88° 26' 30" east and 40.00 feet distant from Station 76 of the baseline hereinbefore referred to and extends thence north 19° 00' 54" west 40.83 feet to a point bearing north 35° 55' 00" east and 47.82 feet distant from said Station 76; thence north 4° 08' 04" west 373.63 feet to a point bearing north 88° 26' 30" east and 10.96 feet distant from Station 80+12.20 of said baseline; thence north 1° 12' 49" west 582.60 feet to a point bearing north 86° 02' 40" east and 17.31 feet distant from Station 86+41.04 of said baseline; thence north 7° 01' 55" west 425.06 feet to a point bearing north 78° 33' 13" east and 22.29 feet distant from Station 90+63.79 of said baseline; thence north 14° 56' 53" west 338.46 feet to a point bearing north 74° 34' 15" east and 19.22 feet distant from Station 94+00.90 of said baseline; thence north 15° 49' 53" west 248.17 feet to a point bearing north 78° 49' 36" east and 22.63 feet distant from Station 96+51.01 of said baseline; thence north 10° 13' 07" west 50.23 feet to a point bearing north 81° 46' 15" east and 22.17 feet distant from Station 97+02.39 of said baseline; thence north 3° 44' 13" west 95.31 feet to the point of ending thereof bearing north 87° 21' 48" east and 25.00 feet distant from Station 98 of said baseline.

It is therefore

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioner of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has transferred control of said way in accordance with said plan, together with a copy of this adjudication and vote.

In Witness Whereof we have set our hands this twenty-first day of April 1959.

<u>A. N. DiNatale</u>	) Department of Public Works
<u>Fred B. Dole</u>	
<u>                    </u>	





Commencement of Massachusetts  
Hampden Co.  
Filed - May 28, 1959  
Attest - Charles E. Hays  
Clerk.

*This certifies that the section of Highway shown on this plan was transferred to the control of the Town of Ludlow on April 21, 1959 under provisions of Chapter 718 of the Acts of 1956.*

PLAN OF ROAD  
in the Town of

Transferred to the Town of Ludlow by the  
Department of Public Works

E. Gu. Carthy  
Chief Engineer

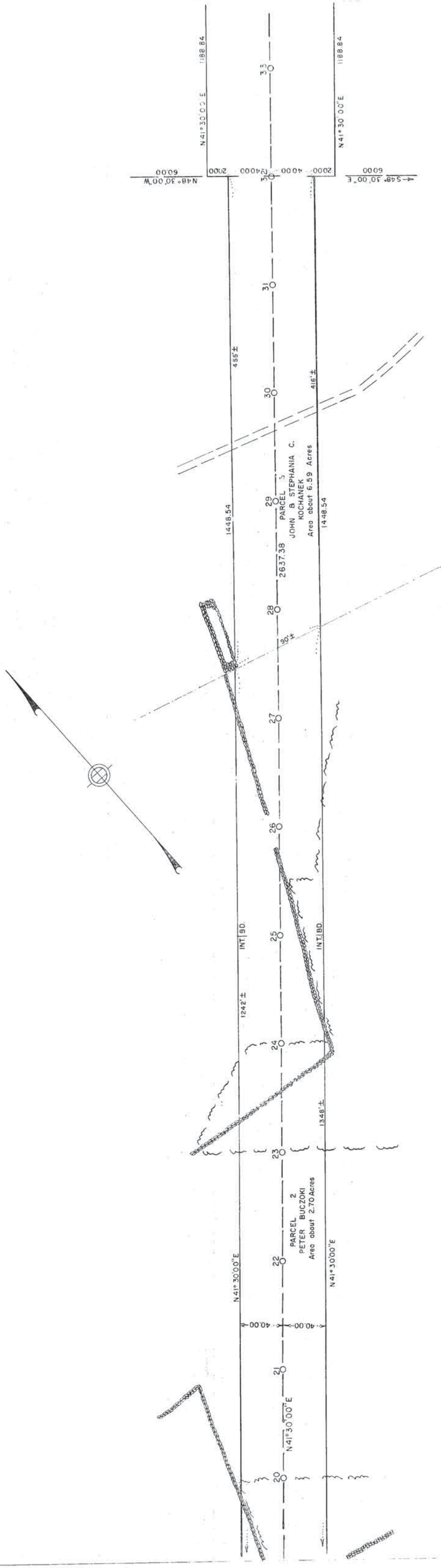
*This certifies that the road shown on this plan was laid out and taken charge of as a State Highway by the Department of Public Works on April 9, 1957 in accordance with Chapter 81 of the General Laws.*

PLAN OF ROAD  
in the Town of

~~HAMPDEN COUNTY~~  
Laid out as a State Highway by  
Department of Public Works

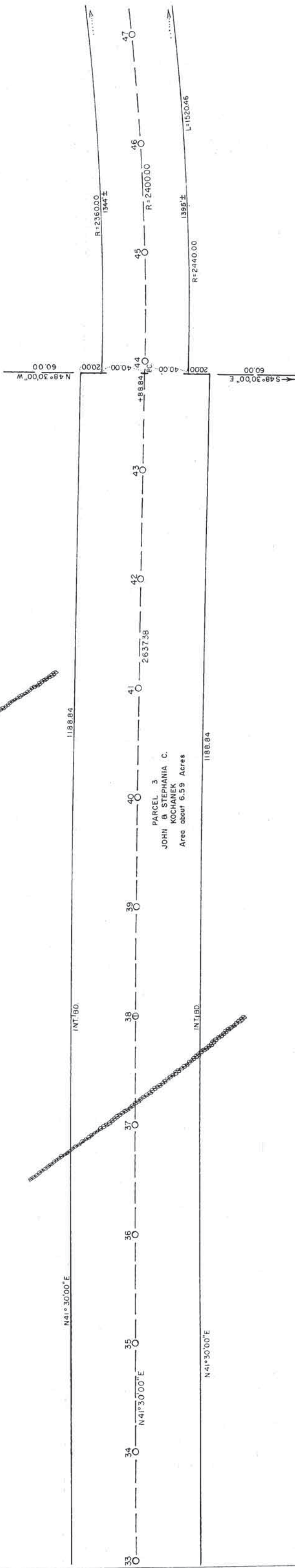
E. A. McCarthy  
Chief Engineer

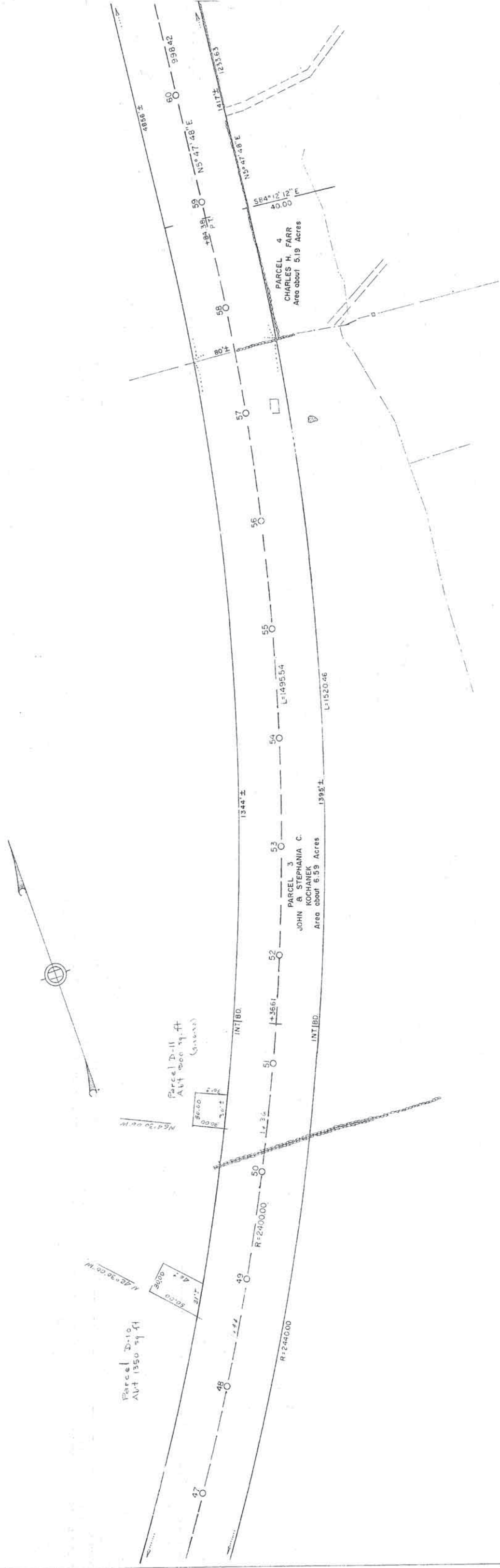
Layover No ~~4554~~





LUDLOW — ~~1957 ST. HWY. LAYOUT~~ — SHEET 3 OF 8 SHEETS  
1959 *Transfer to Town*



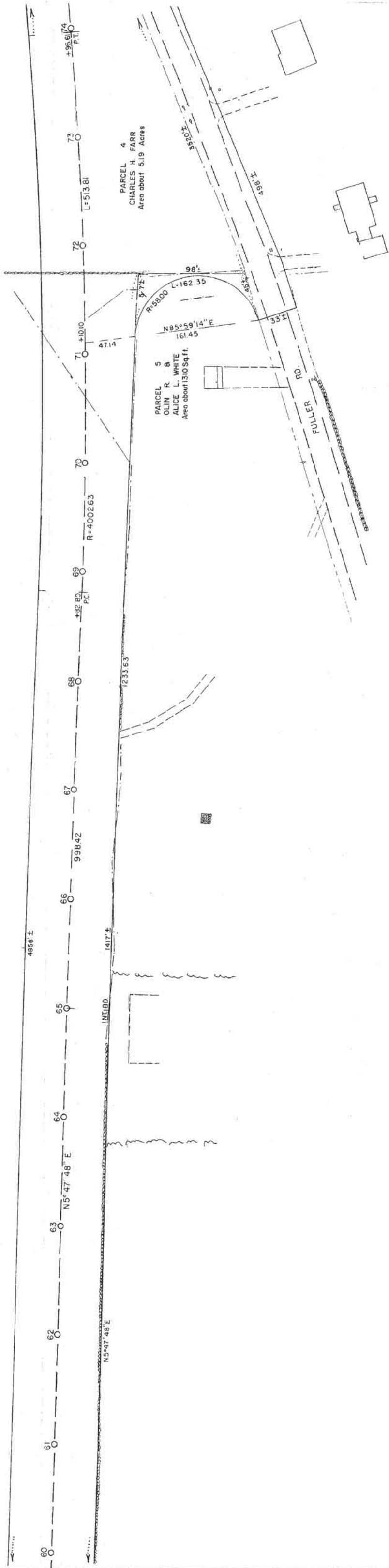




LUDLOW—1957 ~~ST. HWY. LAYOUT~~—SHEET 5 OF 8 SHEETS  
1959 Transfer to Town



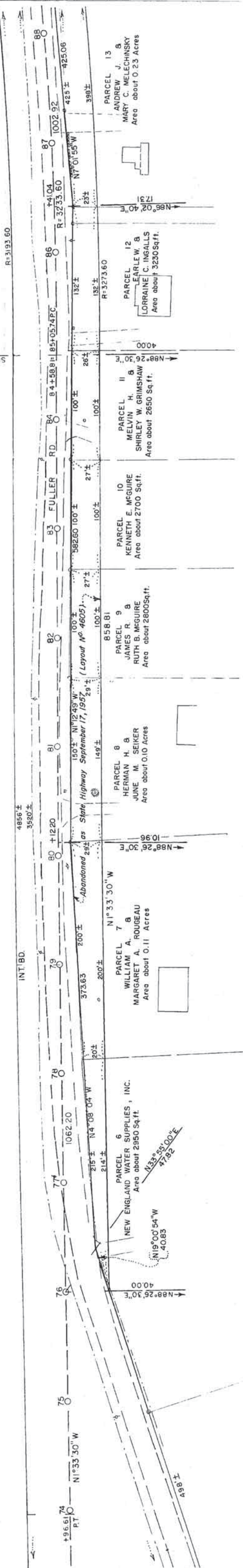
SEPT. 17, 1957



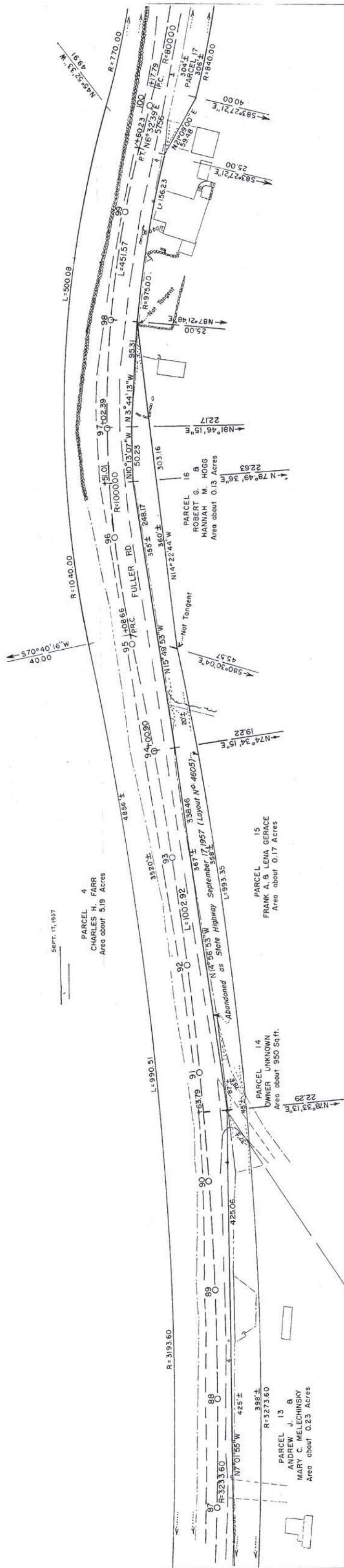


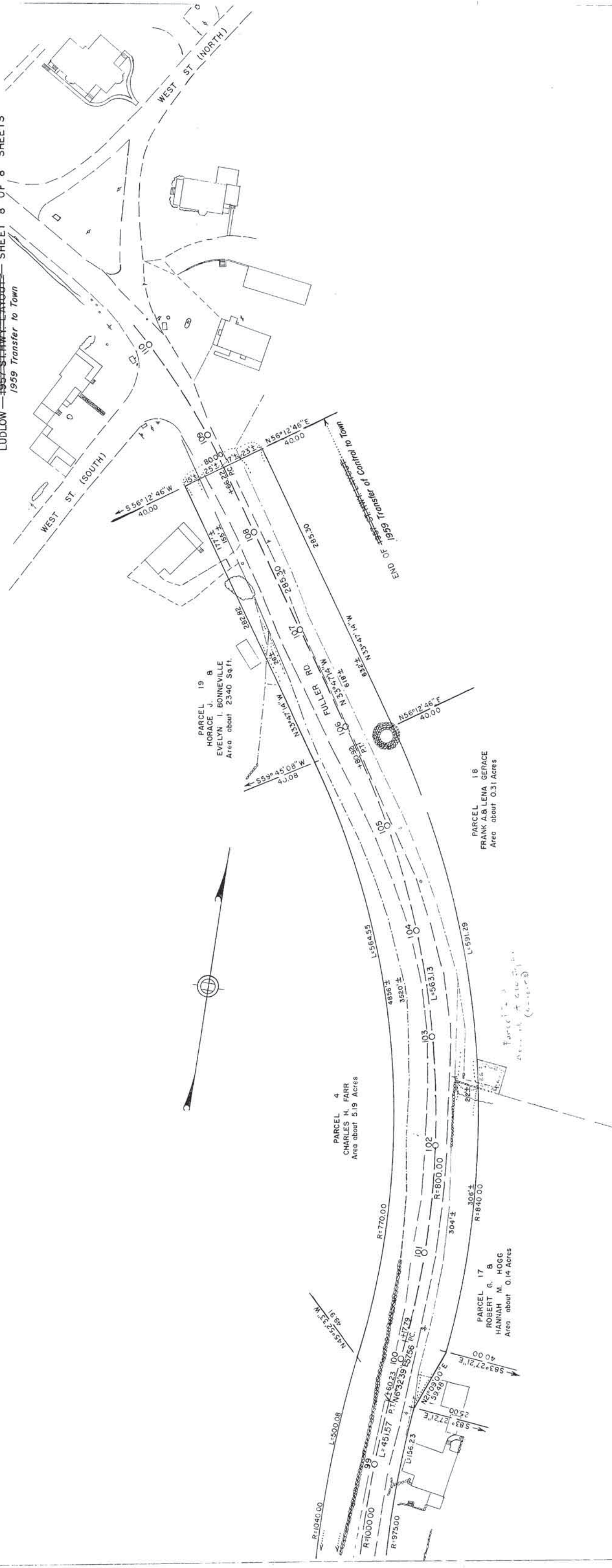
SEPT 17, 1957

PARCEL 4  
CHARLES H. FARR  
Area about 5.19 Acres











1959

Ludlow



STATE HIGHWAY LAYOUT #4837-a  
West St. & Fuller Rd. layout #4605 tranferred to town control.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 71 PAGES 47-51.

INDEXING

STATE HIGHWAY LAYOUT #4837-a

- Image Info SH61034 Ludlow
- Image Info SH61034 Fuller Road
- Image Info SH61034 West Street



# *The Commonwealth of Massachusetts*

## *Department of Public Works*

*100 Nashua Street, Boston 14*

April 27, 1959.

Ludlow  
Layout No. 4837-A

Edward G. Shea, Clerk  
Hampden County Commissioners  
Court House  
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated April 21, 1959, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has transferred to the control of the Town of Ludlow a parcel of land (Parcel 2-1 of Layout No. 4605, dated September 17, 1957) in the town of Ludlow, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the transfer of control of said land is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

*Mary E. McMahon*  
Secretary

H/ihc

Enclosures

*Rec'd + Filed  
May 28, 1959*



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 4837-A  
and Transfer of Control

WHEREAS, the Massachusetts Department of Public Works, acting under the provisions of Chapter 81 of the General Laws and of Chapter 718 of the Acts of 1956, did, under date of September 17, 1957, alter the location of a State highway in the Town of Ludlow, County of Hampden, known as West Street Relocation and Fuller Road, and did lay out and take charge of said State highway as altered, as described under Layout No. 4605 and Order of Taking and as shown on a plan, an attested copy of which has been filed in the Office of the County Commissioners of said County of Hampden and in the office of the Town Clerk of said Town of Ludlow; and

WHEREAS, in the opinion of the Department of Public Works, that portion of the State highway location comprising the area of land included by the aforesaid 1957 alteration, shown on the plan hereinafter referred to as Parcel 2-1, is no longer needed for State highway purposes;

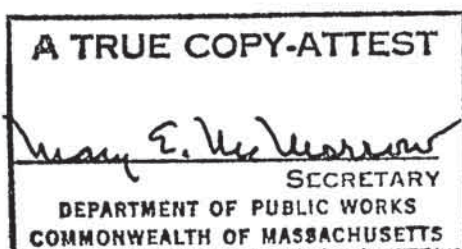
NOW, THEREFORE, we the undersigned, Commissioners of the Department of Public Works, acting under the provisions of Chapter 718 of the Acts of 1956 and all other acts and parts of acts hereto enabling, do hereby transfer to the control of the Town of Ludlow the aforesaid portion of the State highway location (Parcel 2-1) as shown on a plan which is to be filed with this order of transfer in the Registry of Deeds for Hampden County, at Springfield, said plan being signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works, and being entitled: "The Commonwealth of Massachusetts Plan of Road in the Town of Ludlow Hampden County Transferred to the Town of Ludlow by the Department of Public Works April 21, 1959 Scale: 40 feet to the inch", said

plan showing location line and baseline data as filed and recorded, as aforesaid, for the September 17, 1957 State highway alteration (Layout No. 4605).

It is therefore

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the Town in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has transferred control of said way in accordance with said plan, together with a copy of this adjudication and vote.

In Witness Whereof we have set our hands this twenty-first day of April 1959.

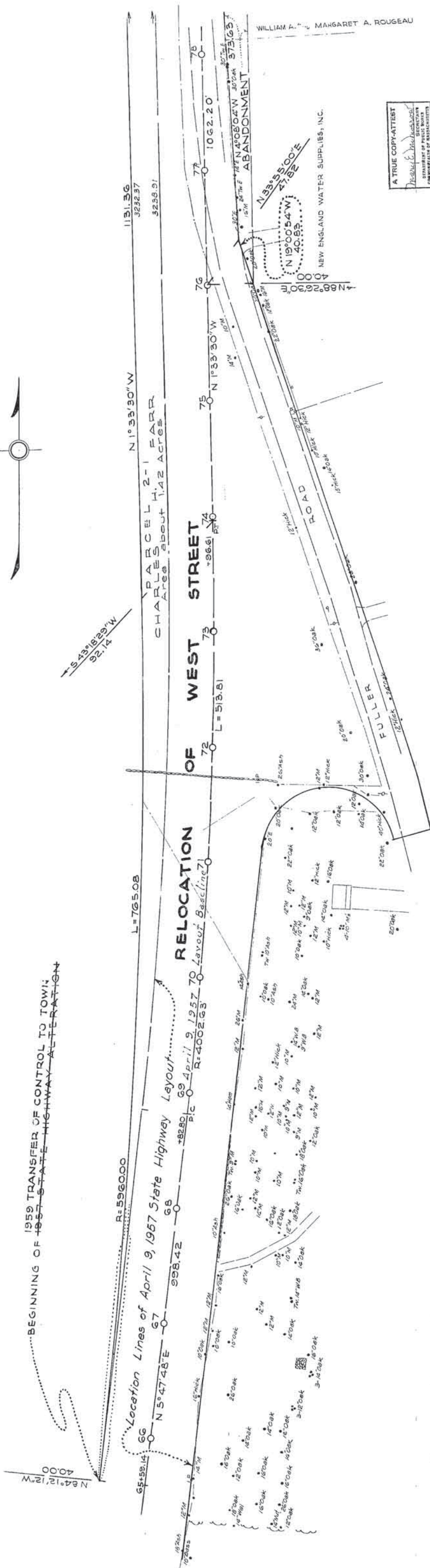


<u>A. N. DiNatale</u>	}	Department
<u>Fred B. Dole</u>		of
<u>                    </u>		Public Works





BEGINNING OF 1957 STATE HIGHWAY ALTERATION



WILLIAM A. & MARGARET A. ROUGEAU

NEW ENGLAND WATER SUPPLIES, INC.

A TRUE COPY-ATTEST  
[Signature]  
SECRETARY OF PUBLIC WORKS  
COMMONWEALTH OF MASSACHUSETTS

Commonwealth of Massachusetts  
Hampden County  
Filed - May 28 1959  
Attest - Edward L. Allen  
[Signature]

This certifies that the highway shown on this plan was transferred to the Town of Ludlow on April 21, 1959 under the provisions of Chapter 71B of the Acts of 1956.  
[Signature]  
[Signature]  
Department of Public Works

The Commonwealth of Massachusetts  
PLAN OF ROAD  
in the Town of  
**LUDLOW**  
HAMPTON COUNTY  
Transferred to the Town of Ludlow by the  
Department of Public Works  
APRIL 21, 1959  
Scale: 40 feet to the inch  
[Signature]  
Chief Engineer  
Layout No. 4837A

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of by a State Highway Engineer on September 17, 1957, in accordance with Chapter 81 of the General Laws.  
[Signature]  
[Signature]  
Department of Public Works

The Commonwealth of Massachusetts  
PLAN OF ROAD  
in the Town of  
**LUDLOW**  
HAMPTON COUNTY  
Altered and Laid out as a State Highway by the  
Department of Public Works  
SEPTEMBER 17, 1957  
Scale: 40 feet to the inch  
[Signature]  
Chief Engineer  
Layout No. 4605







1997

Ludlow



**STATE HIGHWAY LAYOUT #7305**  
**Shawinigan Dr. Chicopee line to West St., new location,**  
**town layout.**

**SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 305 PAGES 82-85.**

**(note: the recorded plan is the only record on file.**  
**Hampden County Engineer copy missing.)**

**INDEXING**

STATE HIGHWAY LAYOUT #7305

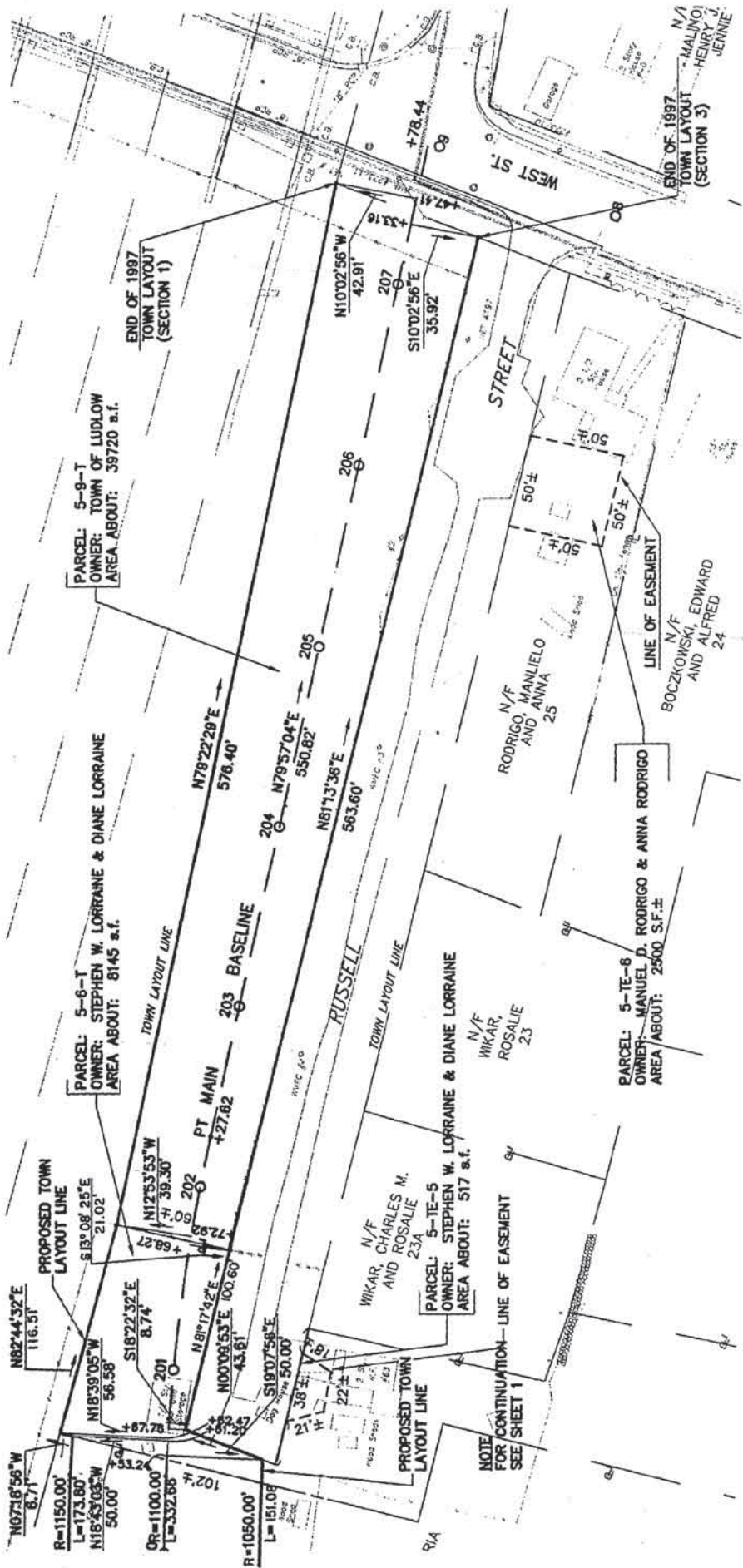
- Image Info** SH61035 Chicopee
- Image Info** SH61035 Ludlow
- Image Info** SH61035 Shawingian Drive
- Image Info** SH61035 West Street





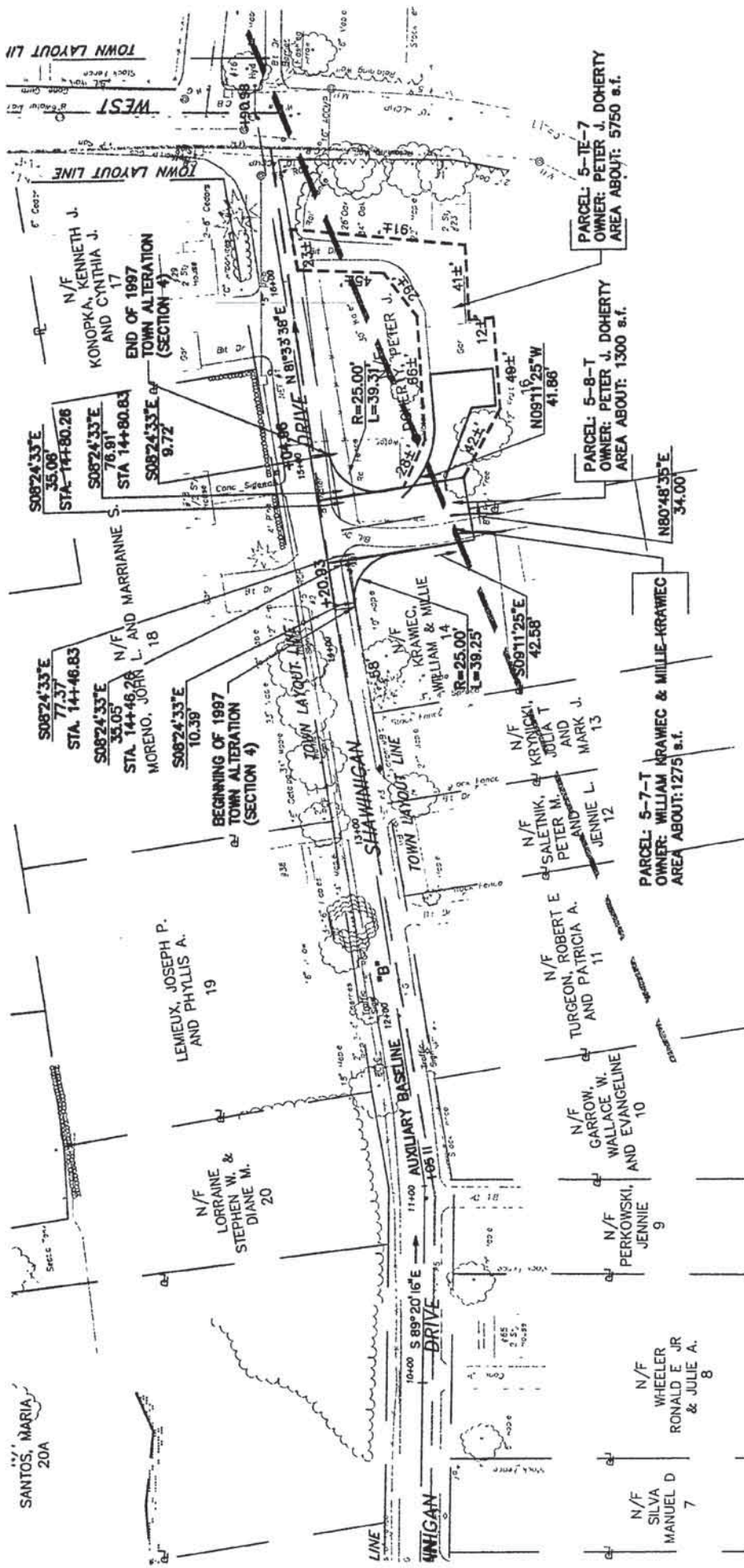


LUDLOW - 1997 LAYOUT AND ALTERATION  
SHEET 2 OF 3 SHEETS  
LAYOUT NO. 7305  
PROJECT FILE #128925



A TRUE COPY ATTEST  
*Margaret W. Higgins*  
ACTING SECRETARY  
MASS. HIGHWAY COMM.  
MASS. HIGHWAY DEPARTMENT  
COMMONWEALTH OF MASSACHUSETTS





A TRUE COPY-ATTEST

*Margaret H. Houghton*

ACTING REGISTER  
MASS DEPT. OF LAND  
RECORDS & COURTS  
COMMUNITY DEVELOPMENT



SCALE IN FEET

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF HIGHWAYS

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LUDLOW  
Layout No. 7305  
and Order of Taking

The Commonwealth of Massachusetts, Department of Highways, acting under the authority of Chapter 81, Section 29A, of the General Laws and all other General or Special Laws thereto enabling, hereby adjudges that public necessity and convenience require that it, said Department of Highways should alter and layout on behalf of the Town of Ludlow portions of Shawinigan Drive, in the Town of Ludlow, County of Hampden.

The alteration consists of a relocation and a widening as a Town way, portions of Shawinigan Drive, an existing Town way, in behalf of the Town of Ludlow, beginning at Station 190 of the Town alteration and extending easterly about 1,750 feet, being more fully described as follows:

The main baseline of location for the Town way as hereby altered and laid out, begins at a point hereinafter referred to as Station 190+04.73. Said main baseline extends along a tangent line north 89°-59'-56" east 47.20 to a point shown on the plan as Station 190+51.93, said point being the point of curvature of a curve; thence by a curve to the left of 1,000.00 feet radius, 477.79 feet to a point shown on the plan as Station 195+29.72; thence north 62°-37'-25" east 365.24 feet to a point shown on the plan as Station 198+94.96; thence by a curve to the right of 1,100.00 feet radius, 332.66 feet to a point shown on the plan as Station 202+27.62; thence north 79°-57'-04" east 550.82 feet to the point of ending



thereof, shown on the plan as Station 207+78.44.

Note: Station 190+04.73 of the main baseline hereinbefore described is the dividing line for the City of Chicopee and the Town of Ludlow.

Auxiliary baseline "A" begins at a point in Shawinigan Drive, shown on the plan as Station 100+00.00; thence south  $52^{\circ}-11'-08''$  east 10.98 feet; to a point shown on the plan as Station 100+10.98, said point being the point of curvature of a curve, thence by a curve to the left of 275.00 feet radius, 141.25 feet to a point shown on the plan as Station 101+52.23, said point being the point of compound curvature, thence by a curve to the left of 1709.52 feet radius, 231.23 feet to the point of ending thereof, shown on the plans as Station 103+83.46.

Note: Station 100 + 00.00 auxiliary baseline "A" is identical with Station 194 +33.48 of the main baseline hereinbefore described.

Auxiliary baseline "B" begins at a point in Shawinigan Drive, shown on the plan as Station 7+90.81; thence south  $89^{\circ}-20'-16''$  east 314.30 feet to a point shown on the plan as Station 11+05.11; thence north  $81^{\circ}-33'-38''$  east 585.87 feet to the point of ending thereof shown on the plan as Station 16+90.98.

Note: Station 103 + 83.46 auxiliary baseline "A" is identical with Station 7+90.81 of auxiliary baseline "B" hereinbefore described.

**1997 LAYOUT SECTION 1**

The northerly location line of the Town way as hereby relocated and laid out begins at a point in the northerly sideline of the Town layout, said point bearing north  $00^{\circ}-00'-04''$  west and being 39.96 feet distant from Station 189 + 95.36 of the main baseline hereinbefore described and thence extends, north  $08^{\circ}-12'-31''$  west 10.14 feet along the dividing line for the City of Chicopee and the Town of Ludlow to a bearing north  $00^{\circ}-00'-04''$  west and being 50.00 feet distant from Station 189+93.91 of the main baseline hereinbefore described: thence north  $89^{\circ}-59'-56''$  east, 58.02 feet to a bearing north  $00^{\circ}-00'-04''$  west and being 50.00 feet distant from Station 190 + 51.93 of the main baseline hereinbefore described; thence by a curve to the left of 950.00 feet radius, 453.90 feet to a point bearing north  $27^{\circ}-22'-35''$  west and 50.00 feet distant from Station 195 + 29.72 of the main baseline hereinbefore described; thence north  $62^{\circ}-37'-25''$  east, 365.24 feet to a bearing north  $27^{\circ}-22'-35''$  west and being 50.00 feet distant from Station 198+94.96 of the main baseline hereinbefore described; thence by a curve to the right of 1,150.00 feet radius, 173.80 feet to a point bearing north  $18^{\circ}-43'-03''$  west and 50.00 feet distant from Station 200+61.20 of the main baseline hereinbefore described; thence north  $07^{\circ}-18'-56''$  west, 6.71 feet to a bearing north  $18^{\circ}-39'-05''$  west and being 56.58 feet distant from Station 200+62.47 of the main baseline hereinbefore described; thence north  $82^{\circ}-44'-32''$  east 116.51 feet to a bearing north  $12^{\circ}-53'-53''$  west and being 39.30 feet distant from Station 201+72.92 of the main baseline hereinbefore described; thence north  $79^{\circ}-22'-29''$  east, 576.40 feet to the point ending thereof on the westerly sideline of the 1941 County layout of West Street, a bearing north  $10^{\circ}-02'-56''$  west and being 42.91 feet distant from Station 207+47.41 of the main baseline hereinbefore described.



**1997 LAYOUT SECTION 2**

The southerly location line of the Town way as hereby relocated and laid out begins at a point in the southerly sideline of the Town layout, said point bearing south  $00^{\circ}-00'-04''$  east and being 34.81 feet distant from Station 190 + 06.14 of the main baseline hereinbefore described and thence extends south  $08^{\circ}-12'-31''$  east 15.35 feet along the dividing line for the City of Chicopee and the Town of Ludlow to a bearing south  $00^{\circ}-00'-04''$  east and being 50.00 feet distant from Station 190+08.33 of the main baseline hereinbefore described; thence north  $89^{\circ}-59'-56''$  east, 43.60 feet to a bearing south  $00^{\circ}-00'-04''$  east and being 50.00 feet distant from Station 190 + 51.93 of the main baseline hereinbefore described; thence by a curve to the left of 1,050.00 feet radius, 229.57 feet to the point ending thereof on the southerly sideline of the Town layout, said point bearing south  $12^{\circ}-31'-41''$  east and being 50.00 feet distant from Station 192 + 70.57 of the main baseline hereinbefore described.

**1997 LAYOUT SECTION 3**

The southerly location line of the Town way as hereby relocated and laid out begins at a point in the northerly sideline of the Town layout, said point bearing north  $02^{\circ}-11'-28''$  east and being 17.91 feet distant from Station 103 + 37.06 of auxiliary baseline "A", hereinbefore described and thence extends north  $02^{\circ}-45'-32''$  west, 1.93 feet to a bearing north  $02^{\circ}-11'-48''$  east and being 19.83 feet distant from Station 103+36.90 of auxiliary baseline "A", hereinbefore described; thence north  $84^{\circ}-06'-09''$  west, 183.04 feet to a point bearing north  $08^{\circ}-32'-39''$  east and being 21.74 feet distant from station 101+51.47 of auxiliary baseline "A" hereinbefore described; thence north  $03^{\circ}-16'-54''$  west, 49.34 feet to a bearing south  $27^{\circ}-22'-35''$  east and being 50.00 feet distant from Station 195+59.43 of the main baseline



hereinbefore described; thence north  $62^{\circ}-37'-25''$  east, 335.53 feet to a bearing south  $27^{\circ}-22'-35''$  east and being 50.00 feet distant from Station 198+94.96 of the main baseline hereinbefore described; thence by a curve to the right of 1,050.00 radius, 151.08 feet to a bearing south  $19^{\circ}-07'-36''$  east and being 50.00 feet distant from Station 200+53.24 of the main baseline hereinbefore described; thence north  $00^{\circ}-09'-53''$  east, 43.61 feet to a bearing south  $18^{\circ}-22'-32''$  east and being 8.74 feet distant from Station 200+67.76 of the main baseline hereinbefore described; thence north  $81^{\circ}-17'-42''$  east, 100.60 feet to a bearing south  $13^{\circ}-08'-25''$  east and being 21.02 feet distant from Station 201+68.27 of the main baseline hereinbefore described; thence north  $81^{\circ}-13'-36''$  east, 563.60 feet to the point ending thereof on the westerly sideline of the 1941 County layout of West Street, a bearing south  $10^{\circ}-02'-56''$  east and being 35.92 feet distant from Station 207+33.16 of the main baseline hereinbefore described.

#### **1997 LAYOUT SECTION 4**

The southerly location line of the Town way as hereby relocated and laid out begins at a point in the southerly sideline of the Town layout, said point bearing south  $08^{\circ}-24'-33''$  east and being 10.39 feet distant from Station 14+20.93 of auxiliary baseline "B" hereinbefore described and thence by a curve to the right of 25.00 feet radius, 39.25 feet to a bearing south  $08^{\circ}-24'-33''$  east and being 35.05 feet distant from Station 14+46.26 of auxiliary baseline "B" hereinbefore described; thence south  $09^{\circ}-11'-25''$  east 42.58 feet to a bearing south  $08^{\circ}-24'-33''$  east and being 77.37 feet distant from Station 14+46.83 of auxiliary baseline "B" hereinbefore described; thence north  $80^{\circ}-48'-35''$  east 34.00 feet to a bearing south  $08^{\circ}-24'-33''$  east and being 76.91 feet distant from Station 14+80.83 of auxiliary baseline "B" hereinbefore described; thence north  $09^{\circ}-11'-25''$  west, 41.86 feet to a bearing south  $08^{\circ}-24'-33''$  east and being 35.06 feet distant from Station 14+80.26 of auxiliary baseline "B" hereinbefore



described; thence by a curve to the right of 25.00 feet radius, 39.31 feet to the point ending thereof on the southerly sideline of the Town layout to a point bearing south  $08^{\circ}-24'-33''$  east and being 9.72 feet distant from station 15+04.96 of auxiliary baseline "B", hereinbefore described.

The location lines of the Town Way as altered and laid out in behalf of the Town of Ludlow are to be further defined by bounds set thereon at angle points, points of curvature and at points of beginning and ending thereof, where feasible.

An easement is hereby taken in the parcel of land hereinafter described and shown on the plan hereinafter referred to as parcel 5-D-1-T, for the purpose of draining and maintaining the aforesaid Town way and consist of the right to enter upon said land at any time and to construct thereon and to use and maintain drainage structures and/or ditched, together with the right to discharge surface water upon said land.

Parcel 5-D-1-T A parcel of land supposed to be owned by Richard M. Zielinski and Martin A. Zielinski and VWS Acquisition, Inc. adjoining the southerly side line of the 1997 Town layout of Shawinigan Drive and bounded by said sideline and by the line connecting the following points; opposite about Station 190+65 of the main baseline hereinbefore described and on said sideline; opposite about said Station 190+65 of said main baseline and 35 feet distant from said sideline; opposite about Station 190+90 of said main baseline and 104 feet distant from said sideline; opposite about Station 191+09 of said main baseline and 96 feet distant from said sideline; opposite about said Station 190+89 of said

main baseline and 35 feet distant from the southerly sideline; opposite about said Station 190+89 of said main baseline and on said sideline containing about 2,616 square feet.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 5-TE-1 to 5-TE-3 inclusive; Parcels 5-TE-5 to 5-TE-7 inclusive for the purpose of constructing slopes of excavation and/or embankment and reconstructing drives with bituminous concrete and consist of the right to enter upon said land at any time during the effective period of the easements to construct thereon slopes of excavation and/or embankment and reconstructing drives. Said easements are temporary in nature and are to be in effect only until three (3) years from the date of recording of this instrument.

For the purpose of laying out, constructing and maintaining sections of Town Highway hereinbefore described, the Department of Highways, on behalf of the Town of Ludlow, does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, Parcels 5-1-T, 5-2-T and 5-4-T to 5-8-T, inclusive, shown on the plan hereinafter referred to including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication and any other utilities) situated in the Town of Ludlow, County of Hampden, all of said land being taken in fee simple, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication and any other utilities now lawfully in or upon said premises hereby



taken, and all lawful rights of the public to use those parts of the public way or ways in the Town of Ludlow which are included in the foregoing description.

The sections of Town Highway hereby altered and laid out, and the aforesaid Takings are shown on a plan signed by the Chief Engineer, and signed by the Department of Highways and on file in its office, said plan being entitled:

**"THE COMMONWEALTH OF MASSACHUSETTS  
PLAN OF ROAD IN THE TOWN OF  
LUDLOW  
HAMPDEN COUNTY  
ALTERED AND LAID OUT AS A TOWN WAY BY THE  
DEPARTMENT OF HIGHWAYS  
OCTOBER 8, 1997  
SCALE: 40 FEET TO THE INCH"**

an attested copy of which plan is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following owners in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-1-T	Richard M. Zielinski & Martin A. Zielinski and VWS Acquisition, Inc.	2,792 S.F.
5-2-T	Richard M. Zielinski & Martin A. Zielinski and VWS Acquisition, Inc.	1,230 S.F.
5-3-T	Town of Ludlow	81,132 S.F.
5-4-T	Peter J. Ciempa & Claudia Ciempa	2,040 S.F.
5-5-T	Laura M. Castoe	20 S.F.
5-6-T	Stephen W. Lorraine & Diane M. Lorraine	8,145 S.F.
5-7-T	William Krawiec & Millie Krawiec	1,275 S.F.
5-8-T	Peter J. Doherty	1,300 S.F.
5-9-T	Town of Ludlow	39,720 S.F.
5-D-1-T	Richard M. Zielinski & Martin A. Zielinski and VWS Acquisition, Inc.	2,616 S.F.
5-TE-1	Richard M. Zielinski & Martin A. Zielinski and VWS Acquisition, Inc.	285 S.F.
5-TE-2	Stephen D. Bushey and Theresa A. Bushey	275 S.F.
5-TE-3	Albert J. Charron, Jr. and Mildred Charron	1,565 S.F.
5-TE-5	Stephen W. Lorraine & Diane M. Lorraine	517 S.F.
5-TE-6	Manuel D. Rodrigo and Anna Rodrigo	2,500 S.F.
5-TE-7	Peter J. Doherty	5,750 S.F.

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.



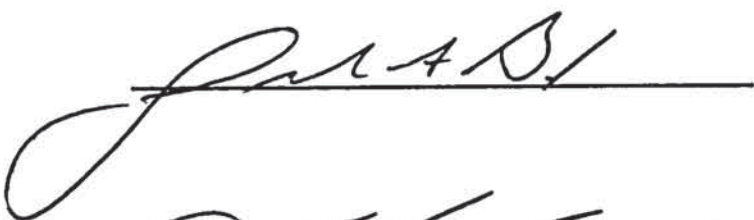
It is therefore

Voted: That said way as altered, as described herein and as shown on said plan, be and the same is hereby laid out by the Massachusetts Department of Highways in behalf of the Town of Ludlow that the secretary to the Massachusetts Department of Highways be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden and in the office of the Town clerk of the town in which said way is located, certified copies of said plan and copies of this certificate, signed by at least a majority of the members of the Department of Highways attesting that the Department of Highways has laid out said Town way in accordance with said plan together with a copy of this adjudication and vote.

Dated at Boston this eighth day of October, 1997.

 Members

\_\_\_\_\_ of

 the

 Highways

 Commission



*The Commonwealth of Massachusetts*

7305 *Layout No.*

HAMPDEN *County*

                    , 1997

*I HEREBY CERTIFY that the following document and plan have been this day filed in the office of the County Commissioners for said County, to wit:-*

*A certified copy of a plan and location bearing thereon a certificate dated October 8, 1997, purporting to be signed by the Massachusetts Highway Department, or a majority of the members thereof, attesting that the said Massachusetts Highway Department has laid out and taken charge of, as a State Highway, as shown on said plan.*

*Attest:*

*Clerk of Courts*

November 11, 1997

**LUDLOW: LAYOUT NO. 7305**  
**AND ORDER OF TAKING**  
**Dated: October 8, 1997**

William J. Martin, Jr., Clerk  
Hampden County Commissioners  
Court House  
Springfield, MA 01103

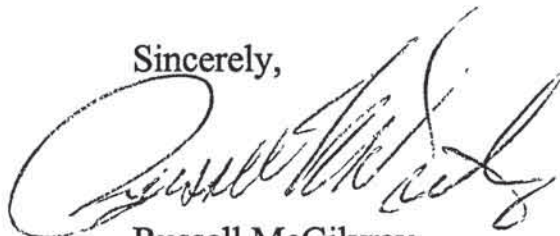
Dear Sir/Madam:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Massachusetts Highway Department did, under date of October 8, 1997 alter the location of a section of State Highway in the Town of Ludlow.

A plan thereof and a certificate that said Massachusetts Highway Department has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt. If you have any questions I can be reached at 617-973-7913.

Sincerely,



Russell McGilvray  
Administrative Manager  
Right of Way Bureau

ML/dd  
Enclosure:







**End of Book ~ State Highways ~ Ludlow**